





Vol. XLIII. No. 7431.

號十月六年七十八百八千一英

HONGKONG, FRIDAY, JUNE 10, 1887.

Established February,

日九十月四閏年亥丁

Shipping.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAB, 11 & 12, Clement's Lane, Lombard Street, E. C. Grones STREET & Co.; 30, Cornhill: GORDON & Gotoff, Lindgate Circus, E.C. BATES Peak. HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAUON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE :- AMEDEI PRINCE & Oo, 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park SAN FRANCISCO and American Ports

generally :- BEAN & BLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOTOR, Mel-

bourne and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHEOARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen

CHINA:-Macao, F. A. DE CRUZ. Suatow. QUELOR & Co. Amoy, N. MOALLE. Facchair, HEDGE & Co. Shanghai, LANE, ORAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWroad & Co., and Kelly & Co.

### Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000 RESERVE FUND,.....\$4,500,000 RESERVE LIABILITY OF PRO- } \$7,500,000

COURT OF DIRECTORS. Chairman-M. GROTE, Esq. Deputy Chairman - O. D. Borrowley, Esq. Hon. J. BELL IRVING. | E. H. M. HUNTING-W. H. F. DARBY, Esq. Ton, Esq. H. L. DALRYMPLE, Hon. A. P. McEWEN. J. S. Moses, Esq. Hon, F. D. BASSOON. H. Hoppius, Esq.

CHIEF MANAGER. Hengkong ..... THOMAS JACKSON, Esq. Acting Chief Manager-John WALTER, Esq. MANAGER. Shaughai,.......Ewen Camenon, Eso. LONDON BANKERS .- London and County Brick.

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily

On Fixed Deposits: For 3 months, 3 per cent, per annum. 4 per cent. " n b por cent, n n

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and overy description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Kurope, India, Australia, America, China and Japan. JOHN WALTER,

Acting Chief Manager. Hongkong, May 27, 1887.

NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours. on week-days, 10 to 3: Saturdays, 10 2.—Sums less than \$1, or more than \$250

at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

2. —Depositors in the Savings' Bank having \$1.00 or more at their credit may at their option transfer the same to the

Hongkong and Shanghai Banking Corporation on fixed deposit for 12 mouths at 5 per cent. per annum interest. \_\_Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances.

5. - Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.-Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.-Withdrawals may be made on demand. but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER,

Acting Chief Manager. Hongkong, June 7, 1884.

# Intimation

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

satisfaction.

D. GILLIES, Scoretary.

Hongkong, August 25, 1885.

NOTIOE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, THE MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD.

Hongrong, May 8, 1887,

Intimations.

XYANTED by Two Bachelons, a Small HOUSE or Three ROOMS at the 'X. Y. Z.,

Care of THIS OFFICE. Hongkong, June 9, 1887.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG,

Surgeon Dentist. (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS,) A T the urgent request of his European! CLAUSEN'S CHAMPAGNE LAGER BEER, per case 6 doz. Quarts \$18.00, per A and American patients and friends, has TAKEN THE OFFICE formerly oc-

oupled by Dr. Rogers, No. 2, DUDDELL STREET. CONSULTATION FREE.

Discount to missionaries and families. Sole Address

2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD. DIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000. The following Testimonial has been recoived from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, Limited :--

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works. 'In appearance the Brick is light and soft

as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire

After a very severe test I have no hesttation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. 'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.' Hongkong, May 23, 1887.

D. K. GRIFFITH & Co. THE LONDON AERATED WATERS MANUFACTURERS, 1. DUDDELL STREET,

CONTINUE TO SUPPLY Their popular AERATED DRINKS viz.: SODA WATER,

TONIC WATER, SELTZER WATER. SABBAPARILLA, LEMONADE, GINGERADE,

RASPRERRYADE, &c., &c., &c. SPE AL RATES TO LARGE CONSUMERS. Hongkong, May 6, 1887.

NOTICE. .

EASTERN & AUSTRALIAN STEAM SHIP COMPANY, LIMITED. CHINA NAVIGATION COMPANY,

LIMITED. NE of the STEAM VESSELS of the above Companies is appointed to leave Honokong for Australian Ports every wine When the sailing date falls on a SUNDAY, the Departure will take place

at Daylight on that day. Schedule of Sailings to 30th June, 1887. June ... ... 18 June ... ... 27

> RUSSELL & Co., Agents, Eastern & Australian Steamship Co., Ltd. BUTTERFIELD & SWIRE, Agents, China Navigation Co., Ltd.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. ATAUTICAL, SCIENTIFIC AND METEOROLOGICAL

Hougkong, April 1, 1887.

INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. ADMIRALTY & IMRAY CHARTS.

RITCHIE'S LIQUID AND OTHER COMPASSES. NAUTICAL BOOKS:

English Silven & Electro-Plated Ware, Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS 00 AND 40 DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

THE SHARK FISHERY COMPANY LIMITED.

PPLICATIONS for SHARES will be Received by the SECRETARY until A Received further Notice.

JOHN WILLMOTT, Secretary.

Hongkong, May 23, 1887.

For Sale.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE, 

Pints .... 821 n n 2 n Dubos Frères & de Gernon & Co.'s BORDKAUN CLARETS AND WHITE WINES. Baxter's Colebrated Barley Bree'

WHISKY - 577 per me of 1 doz GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884,

Business Notices.

YALA & Co.'s CHAMPAGNE, Quarts \$22.00, Pints \$24.00. ADOLPH COLLIN'S SWEET OHAMPAGNE, Quarts \$18.00, Pints \$20.00. BURGUNDIES :- Macon, Houlin & Vent, Beaune, Pommard and Chambertin.

BORDEAUX WINES :- ADET SEWARD & Co.'s various Brands: WHISKY, NAPIER JOHNSTONE'S 'OLD HIGHLAND' in square bottles, per case \$10.00.

case 10 doz. Pints \$20.00. GRIFFIN'S LIGHT SPARKLING ALE BASS'S ALE 'BULL DOG' BRAND

per 4 dez. Quarts \$11.50. GUINESS'S STOUT 'BULL DOG' BRAND) per 8 doz. Pints \$15.60.

LANE, CRAWFORD & Co.

Hongkong, June 1, 1887. Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &co, has recently been much enlarged and improved and is now one of the principal Horers in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs, DORABJEE & HING KEE,

Hongkong, September 16, 1885. STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor. THE HOTEL IS CENTRALLY SITUATED AND WITHEN A FEW HINUTES' WALK FROM

THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE. TIFFIN at 1 o'Clock. DINNER at 7.30.

VENTILATED BILLIARD ROOM TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE YELY DEST QUALITY ONLY. Hongkong, April 1, 1887.

HAVE RECEIVED THIS WEEK Large ASSORTMENT of NEW SUMMER DRESS MATERIALS, consisting of NEEDLEWORK COSTUMES.

Fancy CANVAS CLOTHS, SPECIALITIES in CREPE STRIPES. STRIPE and CHECK ZEPHYS to MATCH. LLAMA CAMBRICS, &c., &c.

Also, a New Assortment of PARASOLS, SILK GLOVES, CORSETS, LACE MANTILLAS, Fancy ANTIMACASSARS, GENTLEMEN'S SUMMER SOCKS, VESTS and DRAWERS, TABLE LINENS, FURNITURE PLUSHES, &c. VICTORYA EXCHANGE, May 21, 1887. (T E L E P H O N E 21).

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

# OUR SPRING STOCK OF

CENTLEMEN'S SHIRTS and COLLARS,

UNDERVESTS, PANTS and HALF-HOSE,

BOOTS and SHOES, TERAI and STRAW HATS, CHRISTY'S FELT, UMBRELLAS,

HANDKERCHIEFS, &c.

Hongkong, April 6, 1887. To Let.

TO BE LET. DISNEE VILLA'-PORFULUM.

BEACONSFIELD lately occupied by the Hongkong and Shanghai Banking CORPORATION. Possession from the first of July, when the Repairs will be completed. Apply to BELILIOS & Co.;

SHARP & Co., Estate Agents. Hongkong, June 4, 1887. TO LET.

DOOMS in 'COLLEGE CHAMBERS. Apply to

DAVID SASSOON, SONS & Co. Hongkong, May 25, 1887.

> TO LET. (With Karly Possession.)

THE DESIRABLE RESIDENCE GREENMOUNT, Situated on the BONHAM ROAD. Apply to GHLMAN & Co.

Hongkong, March 17, 1887. TO BE LET. A VERY COMPORTABLE HOUSE, FURN-A BRED OF UNFURNISHED, Command. ing extensive Sea View, and very Cool in

Apply at THE HONGKONG DISPENSARY. Hongkong, May 17, 1887.

Insurances. NOTICE.

QUEEN FIRE INSURANCE COM-FITHE Undersigned are prepared to accept Risks on First Class Godowns at & per cent. net premium per annum.

NORTON & Co., Agents. Hongkong, May 19, 1881. LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed I GENERAL AGENTS for the above Company are prepared to accept RISKS against FIRE at Current Rates. SCHEELE & Co.

Hongkong, May 20, 1887. THE LONDON ASSURANCE, -INCORPORATED BY ROYAL CHARTES OF His Majesty King George The First,

A. D. 1720. THE Undersigned having been appointed Agents for the above Corporation are Phillips. - Wieler & Co. prepared to grant Insurances as follows :-Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods at mrranterates. Life Department.

Policies issued for sums not exceeding £5,006 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872, 496 Notices of Firms.

STRAITS INSURANCE COMPANY, LIMITED. TRAITS FIRE INSURANCE COM PANY, LIMITED.

TR. JOHN ANDREW has been up NI pointed Agent for the above Companies in Hongkong. By Order of the Board of Directors,

CRAWFORD D. KERR Agent.

Hongkong, June 9, 1887. NTOTICE is hereby given that the Busi NESS of GENERAL STORE-KREPERS and Commission Agents previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & Co. by Tiong An Hok and Tan King Sing in Co-partnership," was DISSOLVED on And now en route for London, will appear the 6th day of January, 1887, and the Responsibility of the said TAN KING SING for any Dest or LIABILITY incurred by the said NEW AND SPECIAL PROGRAMME. Firm or Chop terminated on the 6th day

of January, 1887. HOK LEE & Co., Foochow.

Singapore, 17th May, 1887.

IX/ITH Reference to the above, I, Trong YY AR HOR, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as GENERAL STORE-REEPERS and COMMISSION AGENTS, is now being carried on at Foochow as heretofore by TAM KIM CHING, of Singapore, Merchant, and Myself under the Style of HOK LEE HONG & Co.; and that I hold a Power of Attorney from the said Tax Krm Carno as his Agent individually and also as a PARTNER in the said Firm, to transact all matters connected with the Business of the Firm at Foothow.

TIONG AH HOK Hougkong, June 1, 1887.

Notices to Consignees. FROM HAMBURG, PENANG AND

SINGAPORE. THE S.S. Lydia, Captain J. Voss, having arrived from the above Ports, Consiguees of Cargo are hereby requested. to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-pay, the 9th Instant. Any Cargo impeding her discharge will he landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at Consignees' risk and expense. No Claims will be admitted after the

Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 16th Inst., at 4 p.m. No Fire Insurance has been effected.

SIEMSSEN & Co., Hongkong, June 9, 1887. GLEN LINE OF STEAM PACKETS.

FROM HAMBURG, ANTWERP, LONDON, PENANG & SINGAPORE. THE S.S. Glencoe having arrived I from the above Ports, Consignees of Cargo by her and by the S.S. Tower Hill from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the Honekona &

KOWLOON WHARF & GODOWN COMPANY,

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-DAY, the 9th Instant. Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, June 9, 1887.

STEAMSHIP IRAOUADDY. COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo from London Antwerp and Havre, ex 8.8. Cordonan and Kaieteur, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless

intimation is received from the Consigneer before 4 p.m. To-DAY (Thursday), the 9th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSpay, the 16th Jone, 1887, at Noon, will be subject to rent, and landing charges at

one cent per packet per dism. All Claims must be sent in to me on or before SATURDAY, the 19th June, 1887, or they will not be recognised. No Fire Insurance has been effected. G. DE CHAMPEAUX.

Hongkong, June 9, 1887.

Not Responsible for Debts. Meither the Captain, the Agents, nor 1 Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-ALLIE Rows, Hawaiian brig, Captain J.

ARNGUDA, British barque, Jas. H. Green. -Messageries Maritimes. E J. Spence, British barque, Captain J. H. Gill. -Gonzalves & Co. ELWELL, American ship, Captain J. A Barston. -Order.

GENERAL WEEDER, Germ. atr., Capt. W.

von Schuckmann, -- Malchara & Oc. Songrag, American barque, Heawell -Russell & Co. Tobique, British ship, Captain S. Davis. -Order

Entertainment.

ROYAL Mr. JOHN F. SHERIDAN ...... Proprietor. Mr. F. H. POLLOCK .... Business Manager.

COMMENCING WEDNESDAY

FOR A FEW NIGHTS ONLY!

the 15th June, 1887, Roturn of the Established Favourites OHN F. SHERIDAN HIS MATCHLESS COMPANY, AFTER THEIR BRILLIANT TOUR,

on the above date Arranged expressly for the

Return Visit. Further particulars duly announced. Box Plan now open at Messrs. LANE, CRAWFORD & Co.'s. W. J. ALLEN.

Hongkong, June 7, 1887.

Auctions. PUBLIC AUCTION.

THE Undersigned has received instructions from D. K. GRIFFITH, Esq., to Sell by Public Auction, on SATURDAY,

the 11th June, 1887, at 2 p.m., at his Re-

sidence, No. 1, Duddell Street,-SUNDRY HOUSEHOLD FURNITURE, PHOTOGRAPHIC APPARATUS, &c., - consisting of :-

CAMERAS, LENSES, STANDS, and SUNDRY PHOTOGRAPHIC CHEMICALS. BACK GROUNDS, BALUSTRADES, &C. PHOTOGRAPHIC ALBUMS and BOOKS of OIL PAINTINGS and SUNDRY FRAMED PHO-

TABLES and SHOW CASES, EXTENSION DINING TABLE, SIDEBOARD and WHATNOT, VIENNA CHAIRS, DINNER, DESSERT and TEA SETS, GLASS and PLATED WARE. DOUBLE IRON BEDSTEAD, BRASS MOUNTED, DOUBLE-WINGED WARDROBE, MARBLE-TOP TOILET TABLE and WASHSTAND.

LUBECK.

ONE JINRICKSHA. Catalogues will be issued. TERMS OF SALE. - As customary. J. M. ARMSTRONG,

A COTTAGE PIANO, by LUNAU

Hongkong, June 6, 1887. Shipping.

Steamers. NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOT POSTE FRANCAIS The Co.'s Steamship

Iraqualdy,
Commandant Larrigue, Lp., at Kowloon, whenco delivery may be will be despatched for SHANGHAI on SATURDAY, the 11th Instant, at Daylight. G. DE CHAMPEAUX,

> NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

Hongkong, June 9, 1887.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship Commandant BLANC. will be despatched for KOBE and YOKOHAMA on SATURDAY. the 11th Instant, at Daylight.

Hongkong, June 9, 1887.

DOUGLAS STEAMSHIP COMPANY. LIMITED. OR SWATOW, AMOY & FOOCHOW. The Co.'s Steamship Namoa. Captain Pocock, will be despatched for the above

G. DE CHAMPEAUX

Ports on SATURDAY, the 11th Instant, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

OCEAN STEAMBHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Carge & Passengers at through rates for NINGPO, CHEFOO, NEW-1090 OHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

Hongkong, June 9, 1887.

The Co,'s Steamship Dardanus. Captain Purpy, will be despatched as above on SATURDAY, the 11th Instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agente.

Hougkong, June 9, 1887. 1087 GEEN LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL. The Steamship Captain Somman, will be despatched as above on

SATURDAY, the 11th Instant, at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents,

Hougkong, June 9, 1887.

PRICE, \$2 PER MONTH.

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON: AND SINGAPORE. The Co.'s Steamship Captain Joon, will be SATURDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, June 8, 1887.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA VIA AMOY, The Co.'s Steamship

Diamante.

General Managers.

despatched for the above Ports on SATURDAY, the 11th Inst., at For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, June 8, 1887. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co,'s Steamship

Capt. MILLICAN, will be despatched as above on SUNDAY, the 12th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, June 3, 1887. SHIRE LINE OF STEAMERS. FOR YOKOHAMA AND KOBE. The Steamship

W. Richardson, Com-mander, will be despatched for the above Ports on the 12th Instant. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, June 6, 1887. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN. The Co.'s Steamship Kwongsang, Captain Settar, will be despatched as above on MONDAY, the 13th Instant, at 4 p.m. For Freight or Passage, apply to

General Managers, Hongkong, June 8, 1887. INDO-CHUNA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

JARDINE, MATHESON & Co.,

CALCUTTA. The Steamship Capt. D'A. DE ST. CHOIR, above on TUESDAY, the 14th Instant, at 3 p.m., instead of as previously advertised. This Steamer thas superior First-class. Accommodation, specially constructed to

For Freight or Passage, apply to JARDINE, MATHESON & Co. General Managers. Hongkong, June 9, 1887.

most the requirements of tropical climates.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. Taking Cargo do Passengers at through rates for NINGPO, OHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

Captain Asquire, will be

The Co.'s Steamship

despatched as above on

Steamship

Desicalion.

WEDNESDAY, the 15th Instant. For Freight or Passage, apoly to BUTTERFIELD & SWIRE. Hongkong, June 8, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s

will leave for the above place about 24 hours after her arrival with the next English Mail. E. L. WOODIN, Acting Superintendent. P. & O. S. N. Co.'s Office. Hongkong, June 7, 1887. STEAM TO YOKOBAMA, VIA NAGA-SAKI AND KOBE.

(Passing through the INLAND SEA.) The P. & O. S. N. Co. s Steamship

Teheran

will leave for the above places on SATURDAY, the 18th June, at

E. L. WOODIN.

Acting Superintendent.

P. & O. S. N. Co. a Office. Hongkong, June 7, 1887.

Sailing Vessels. FOR NEW YORK. The 3/3 L.1.1. British Barque Antoinette. Captain BUNJE, will load here for the above Port, and will have quick despatch. For Freight, apply to

SIEMSSEN & Co.

Hongkong, Mey 31, 1887.

498 Ohinese.

HONGKONG

#### U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA. OVERLAND RAILWAYS, AND TOUGHNO AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on SATURDAY, the 11th June, at 3 p.m., taking Passengers and Freight for Japan,

the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Centra and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Stoamers.

RETURN PASSAGES. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Europe.
Freight will be received on board until 4 o.m. the day provious to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, C. D. HARMAN.

Hongkong, May 25, 1887.



STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR,

BRINDISI, ANCONA, VENICE, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills

of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINBULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship VERONA, Captain F. SPECK, with Hor Majosty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 16th June, at 4 p.m. Cargo will be received on board until

lo a.m. on the day of sailing. Parcels and Specie (Gold) at the Office LONDON, antil Noon on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages required to be declared prior to shipment. Shippers are particularly requested note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office. E. L. WOODIN.

Acting Superintendent. Hongkong, June 7, 1887.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND

THE OVERLAND RAILWAYS,

SOUTH AMERICA, AND EUROPE,

ATLANTIC & OTHER CONNECTING STEAMERS,

THE Steamship OCEANIO will despatched for San Francisco, via Yokohama, on TEESDAY, the 21st Instant, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan All Parcel Packages should be marked address in full; and same will be received

at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES .- Passengers. have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 2 will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fare from China and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco. should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central. C. D. HARMAN,

Hongkong, June 2, 1887.

To-day's Advertisements.

NOTIOE. ATEIL GER. the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, Overoses or Drew of the American Barque Southern Chief during her stay in Hong-

kong Harbour. ARNHOLD, KABBERG & Co.

Hongkong, June 10, 1887,

FOR SHANGHAL The Steamship

Captain R. Koulen, will be despatched for the above Port TO-MORROW, the 11th Inst., at 11 a.m., instead of as previously advertised. For Freight or Passage, apply to BIEMSSEN & Co.

Hongkong, Juna 10, 1887. THE CHINA SHIPPERS MUTUAL

STEAM NAVIGATION COM-PANY, LIMITED.

FOR SHANGHAL The Co.'s Steamship

J. C. JAQUES, Com'der, will be despatched for the above Port on FRIDAY, the 17th Inst., at Daylight. For Freight or Passage, apply to

ARNHOLD, KARBERG & Co., Hongkong, June 10, 1887.

HONGKONG AND CHINA GAS COMPANY, LIMITED. THE Transfer BOOKS of this Company will be CLOSED from the 11th to

5th Instant, both days inclusive.

F. W. CROSS, Hougkong, June 10, 1887.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP MERIONETHAHIRE. FROM HAMBURG, ANTWERP, LON-DON. PENANG AND SINGAPORE.

MONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon WHARF & Gonown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 17th Instant will be subject to rent at the rate of one cont per package per day,:

All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be re-

All broken, chafed, and damaged Goods are to be left in the Gudowns, where they will be examined on FRIDAY, the 17th June, at 4 p. m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Hongkong, June 10, 1887.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK

SEA PORTS MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; HAVRE. BORDEAUX DUNKIRK AND ANTWERP.

N THURSDAY, the 23rd of June, 1887, at Noon, the Company's S.S. ANADYR, Commendant DELACROIX. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and nosepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd June, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

\* Equalization of Dividend Fund.

Hongkong, June 10, 1887.

# To-day's Advertisements. To-day's Advertisements. STEAM TO SINGAPORE, PENANC

AND BOMBAY. The P. & O. S. N. Co.'s Steamship will leave for the above

places at Daylight on TUESDAY, the 14th Instant, instead of as proviously advertised E. L. WOODIN. Acting Superintendent

P. & O. S. N. 00, 's Offico, Hongkong, June 10, 1887.



PERSEVERANCE LODGE OF HONOKONG, No. 1165.

Regular MEETING of the above LODGE will be held in the FREE-MASONS' HALL; Zetland Street, on THURS-DAY EVENING, the 16th Inst., at 8.30 for 9 p.m. VISITING BRETHREN are cordially invited.

Hongkong, June 10, 1887.

SHIPPING

ARRIVALS. June 9, 1887 :--

Allic Rowe, Hawaiian brig, J. Phillips, Honolulu April 23, Old Iron, Old Metal and 20,000 empty Bottles. - WIELER & Co. Gilsland, British steamer, 1,050, M. Robinson, Saigon Jone 5, Paddy and Rice. -CHEONG WOO.

June 10 .-Glenlyon, British steamer, 1,410, J. Sommer, Woosung June 5, Amoy 7, and Swatow , Ballast, -JARDINE, MATHESON & Co. E. J. Spen e, British barque, 519, J. H. Gill. Newshwang May 21, Beans. -Gon-

Melita, German atr., 339, H. J. Mörck, Haiphong June 8, General, - WIELER & Co. Freir, Danish str., 462, Chas. A. Lund,

Haiphong June 6, General - ARNHOLD, KARBERG & Co. Southern Chief, American barque, 1,219

Geo. H. Sims, Haiphong June 6, Ballast, Celebes, Dutch steamer, 1,423, J. C.

Joon, Amoy June 9, General. - JARDINE, MATHESON & CO. Ningpo, British steamer, 785, F. Schulz. Shanghui June 7, General, -Sienssen & Co. Merionethshire, British steamer, 1,245, W. Richardson, London April 27, and Sin-

gapore June 4, General -ADAMSON, BELL Colombo, Chinese barque, 636, Griff, Singapore May 17, Timber. - CAPTAIN. Anton, German steamer, 396, E. Aereboe,

Pakhoi and Heihow June 9, General .-WIELER & Co. Travancore, British str., 1,149, J. Logan, Bangkok June 3, Rice. - RUSSELL & Co. Signal, German str., 385, J. A. Bruhn, Pakhoi and Hoihow June 9, General .-

DEPARTURES

BIRDHBEN & Co.

June 10 :- :-Kwang Lee, for Shanghai, Danish Monarch, for Elephant Point. Ningpo, for Whampoa. Berenice, for Singapore and Bombay.

CLEARED. may, for Shanghai. Chanisha, for Foochew. Glenlym, for Singapore and London, Dardanus, for Anoy and Shanghai.

Activ, for Haiphong. Deuteros, for Amoy. Iraquaddy, for Shanghai. olga, for Yokohama,

PASSENGERS. ARRIVED. Per Gilsland, from Saigon, 20 Chinese.

Per Gleniyon, from Woosung, &c., Mr Hutchings and 850 Chinese Per Freir, from Haiphong, 2 Europeans, Per Celebes, from Amoy, Mr and Mrs amsep, and 291 Chinese. Per Ningpo, from Shanghai, Miss Benman, and 18 Chinese. Per Merionetlishire, from London, &c., 4 Europeans, and 46 Chinese. Per Travancore, from Bangkok, 20 Chi-

Exchange Hongkong, June 10. Baux. Wire. On demand. 30 days sight

4 months sight, Orochits, 4 Documentary, 4 months sight, 3/1 On Paris— On demand, ... Credits, 4 months' sight. On New York-On demand. Credita, 60 days' sight, On Bombay-On demand: On Calcutta-On demand, ...

Per Signal, from Pakhoi, 12 Chinese.

SHARE LIST -QUOTATIONS. JUNE 10, 1887. Value, Paid-Reserve. Balancec, fward Last Dividen Closin , Quotations, Stocks. BANKS tiongkong and Shanghai Bank Corp. 60, 000 \$ 25,313.43 at 30/ for 1 year working a/c to Dec. 31 /86 140 % prem. North-China Insurance Co., Ld. Yangteze Insurance Company, Ld., 50,000 Tia. 3,059.767 % for 1886 Tin. 109 Union Insurance Society Co., Ld.... 10,000 \$ 314,012.96 364 p. sh. /85 \$80 per share, buyers 614,000 8 China Traders' Insurance Co. Ld ... 24,000 p 600,036 187.524.75|20 % V annum | 866 Canton Insurance Office Co., Ld..... 10,000 \$ 494,406,00 10 % for 1885 \$721, sellers 188,000 Chinese Insurance Vo. Limited .... 1,500 \$ 125.771. 298 % for 1886 \$230 per share, sellers 28.71L54 \$ Hongkong Fire Insurance Co., Ld. 8,000 5 328,567.46 \$27.50 for '85 \$3821 1,000,000 hina fire Insurance Co., Ld. ..... 20,000 612,500 243,733.44 8 6 for 1885 Singapore Insurance Company, Ld. 40,000 \$ \$20, nominal The Straits Fire Insurance Co., Ld. 20,000 \$19, sellers The Straits Insurance Co., Ld. ..... 30,000 \$ 200,000 \$ 75,832.52 839, nominal STRAMBOAT COMPANIES. d.K. C. and M. Steamboat Co., L. 1. 40,000 \$ 11,410.4: 6 % half year 96, buyers **+170,000** Douglas Steamship Co., Limited .... 29,000 \$ 115 .13 Dec. 31/86 \$50 per share, nominal 127,320 3 Indo-China S. N. Con Jany, Limited 18, 387 E 4.387.5.97 % for 1885 10 % dis sellers Cinns and Manila S. S. Co., Ld. .... 3,500 \$ 40 discount MISORLLANGOUS H'kong & Whampos Dock Co., Ld. 12, 500 \$ 4,260.1216 % for 1886 73, cash, nominal IIK. and China Gas Co., Limited 1 6, 100 E 1,527.3.11 10-% and 2 % \$130 per share, buyers, fully paid up New Shares ..... 1 1, 900 £ tiongkong Hotel Company, Lt ... | 1,321.41 66 half year \$205 3,000 sha lasued Chura Sugar Company, Limited ..... 15,000 13,781.53 12 x for 1885 \$130 514.58 10% for 1886 \$110 12 % for 1886 450 er div. nomina \$63 sales Tla. 18 " Perak Tin Mining & S'ting Co. ..... None \$20 Punjom & Sunghie Dua Samatan \ 40,000 8 \$15, sellers HK. & Kow. What! & Godown Co. 17, 000 & \$37 % prem., sellers H'kong Rope Manufactory Co., Ld. 3,000 8 A. S. Watson & Co., Limited...... 8,800 8 845 per share, nominal 2,730.09 13 % for 1886 60 % prem., buyers HK. High-Level Tramways Co., Ld. 1,250 8 12 z prem. Canese Imperial 1884 B. ..... 8, 56. Fi. 500 all June18& Du . 1 Z prom. 8189 8 500 Oct. 15 3 prem. 

March & Sept

Jan. 18

Depreciation and Insurance Fund

5 % prem.

1 At debit

DEPARTED Per Kwang Lee, for Shanghai, 50 Chinese, Per Berenice, for Singapore, Messra M. Wiesbauer, A. Bartoli, P. Onesti, G. Pranchelti, O. Gorri and M. Occioni, and

TO DEPART Per Amoy, for Shanglisi, 12 Chinese. Per Gienlyon, for Singapore, 837 Chinese. Per Dardanus, for Amoy, 100 Chinese. Per Deuteros, for Amoy, 100 Chinese. Per Iranuaddy, for Shanghai, Menara Reuter and Seip. Per Volga, for Yokohama, Messrs Mos-

SHIPPING REPORTS The British steamer Gilsland reports Had fine weather throughout. The British ateamer Glenlyon reports : Had light Southerly winds, and fine clear weather throughout.

hima, Wyama, and Ishimura,

The Danish steamer Frefr reports: Towed the American barque Southern Chief from Haiphong. The American barque Southern Chief reports: Towed from Haiphong by the Danish steamer Frejr.

The Dutch steamer Celebes reports: Had fine weather and S.W. swell. The British steamer Merionethshire reports: Left Singapore at 3 p.m. on the 4th inst., had moderate Southerly winds and squally with plenty of rain throughout. Passed Empenza, bound North, lat. 1° 40' north, long. 104° 2' cast.

POST OFFICE NOTICES. MAILS will close:-

For SHANGHAL .-Per Amoy, at 10.30 a.m., on Saturday, the 11th inst., instead of as previously notified.

Per Glencos at 11.30 a.m., on Saturday, the lith inst.

For AMOY AND MANILA .-Per Visayas, at 11.30 a.m., on Saturday, the 11th inst.

For AMOY & SHANGHAL .... Per Dardanus, at 11.30 a.m., on Saturday, the 11th inst. For SWATOW, AMOY AND FOOCHOW,

Per Namoayat 11.30 a.m., on Saturday, the 11th inst. For SAIGON, SINGAPORE, BATAVIA. SAMARANG & SOURABAYA. Per Celebes, at 11.30 a.m., on Saturday,

the 11th inst., instead of as previously notified. For STRAITS & BOMBAY.

Per Khiva, at 2.30 p.m., on Saturday, the 11th inst. For SINGAPORE & LONDON. -Per Glentyon, at 2.30 p.m., on Saturday, the 11th inst.

For SAIGON .-Per China, at 3 30 p.m., on Saturday, the 11th inst. For AMOY & MANILA.

Per Diamante, at 3.30 p.m., on Saturday. the Uth inst. For TOURON .-Por Melita, at 4.30 p.m., on Saturday,

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet City of Sydney will be despatched on SATUR DAY, the 11th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru. &c., which will be closed as follows:—

the 11th inst.

2.15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of depar-

On ohaughai-On demand, ...

39 days' sight, Gold Luar, 100 fine ... Sovereigna,

that this charge is altogether without Tens morning, as the steamer Frejr was Bill or none to represent the opponents of certain clauses as the enemies of true

MEMOS. FOR TO-MORROW. Shipping.

Daylight .- Iraquaddy leaves for S'hai. Daylight Polga loaves for Kobe, &c. 11 a.m. - Amon leaves for Shanghai. Noon .- Namoa leaves for Coast Ports. Noon .- Celebes leaves for Batavia, &c. Noon. - Dardanus leaves for S'hai, do. 3 p.m. - Glenlyon leaves for Landon. 3 p.m.—P. M. S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

4 p.m. - Diamante leaves for Manila, &c. Auctions. 2 p.m. Auction of Household Furniture. &c , at the residence of D. K. Griffith, Esq., at No. 1, Duddell Street.

Miscellaneous. Transfer Books of Hongkong and China Gas Co., Limited, closed from this date to the 25th Instant, inclusivo.

General Memoranda. MONDAY, June 18:-

8.30 p.m. - Meeting of St. John's Lodge. WEDNEEDAY, June 15 :this date subject to rent. 9 p.m. Performance at the City Hall. HURSDAY, June 16:-

Goods per Steamer Ixaouaddy unclaimed after Nuon subject to rent. Goods per Lydia undelivered after this date subject to rent 9 p.m.-Meeting of Perseverance Lodge.

FEIDAY, June 17 :-Goods per Merionethshire undelivered after this date subject to rent

Vol. XV.-No. 5. -OF THE-

CHINA REVIEW NOW READY.

A. S. WATSON & Co., LIMITED.

TAVE BEEN APPOINTED SOLE AGENTS HONGKONG, CHINA AND MANILA

MAWSON'S NEW PATENT

RENEWABLE MEDIUM. Handbills, shewing Construction and

Patterns, supplied on application. A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY, HONGKONG, ESTABLISHED 1841.

The publication of this issue commenced at 7.30 p.m.

Hongkong, April 29, 1887.

Che China Island.

HONORONG, FRIDAY, JUNE 10, 1887. understand that the objections taken in these columns to the disputed clauses of the Public Health Bill have been described, in certain quarters as a violent opposition to the entire Bill. the clauses regarding open spaces and reconstruction (without any compensation being promised, or provision made for surplus population) are opponents of all measures of sanitation our remarks upon the new Public Health 5 c'clock on Monday next Bill will of course readily perceive

sanitation for many years, long before tain exactly what damage she may have tarians ever dreamt of coming to this part of the world. What we are now fighting against is, the sanitating of the Chinese from off the face of the Is- years of age, living with her parents at the land. For the last ten or fitten years we have advocated the increase in the water supply -that was check ed and delayed by Governor Hennessy. We have strongly advocated the construction of a better class of dwelling-houses for the Chinese; and about exceptionally steep even for a Chinese half of the Chinese quarter has been reconstructed during the last twelve or fifteen years, to the decided advantage of the native residents and the improvement of the Colony generally. The scavenging system has been freely attacked, and considerably improved; Satingen's English Opera Bouffe Company and other improvements have been arrived at Singapore on the 2nd instant made, while many others have been left from Hongkong in the P & O. Co.'s undene. One of the principal points to steamer Lombardy, and were to open in the 10° 24" N. and longitude 130° 02' E, on the which public attention has been repeatedly called is the disgraceful condition of the public sewers, and the consequent insufferable state of many of the private drains. This, we have times without number pointed out as the most serious defect of our sanitary (or in- fishery on behalf of the mess, to purchase Baultury) system; and any one who several lots of oysters in the hopes of securreads the report by Mr Chadwick will ing some good specimens of pearls. The admit that this eminent sanitary engineer looked upon the poisoning of the sub-soil as the most dangerous defect of all. The gravest responsibility rests and will rest upon the Government if this improvement be delayed one day

or disputed clauses of the Health Bill vis has been entirely opened on the 15th the typhoen, and let the heaviest of the is likely to impede the progress of March last, vessels arriving there, can un water off the ship's decks. The wind blend other sanitary measures, let the dis. lost and load at the quay. Until the whole with such force the vessel had no chance, and alamastration of import and exports duties to recover herself and get upright. At 1h., the present draft of the Health Bill, and rigged in the native Indian manner, will be (lowest reading) At 4h, the wind sudlet the subsoil of the Island be purified, removed to Tandjong Prick, the dulies can dealy lulled into calm. 6h bar, started to

proposition was made in these columns over three weeks ago. The Bill, as now drawn, tries to accomplish too much. Let it be freed from the clauses that must provoke prolonged discussion. There will be plonty of time for the enactment of these when they can be carried into practice. There is no necessity whatever why they should stop the ago, after the death of Sir George Strahan. way of measures that are urgently

TELEGRAMS.

SUPPLIED TO THE "OHINA MAIL." (Via Southern Line.)

A NEW GOVERNOR FOR HONGKONG. London, June 8th.

Sir G. W. Des Voux has been appointed Governor of Rongkong. Des Voeux, Sir George William, K. C.M.G. (1883), (C.M.G. 1877).—Educated at Chirter House and Balliol College, Oxford, Goods per Glencoe undelivered after Called to the bar of Upper Canada, 1861 Stipendiary magistrate, British Guiana, 1863; administrator of the government, St. Lucia, 1869; prepared, in conjunction with the chief justice, The Civil Code of St. governor of Trinidad, Jan., 1877, to Jan. 1878; acting governor of Fiji, June, 1878, to Sept. 1879; nominated governor of the Bahamas, 1880; governor of Fiji, 1880 assistant high commissioner of the Western Pacific, 1880, and high commissioner. 1882-5; represented Fiji at Australasian convention, 1883, and was member of the

THE ORIMES BILL

committee which prepared the federal

council bill. Governor of Newfoundland,

LONDON, 8th June. The Third clause in the Crimes (Ireland) Bill has been adopted the amendments were withdrawn.

MR GLADSTONE IN WALES.

LONDON, 8th June. Mr Gladstone has returned to London after visiting Wales, where he was received enthusiastically and delivered several speeches upon Ireland.

LOCAL AND GENERAL.

PASSED SURZ CANAL UTWARD BOUND :- Haitan, May 3; Coloni bo, 6; Ghazee, 20; Glenavon, Orion, 27 | Braunschweig, Cyclops, 24; Mene-

laus, Oxus, Cachar, 31 : Euphrates, Toonan, June 3. HOMEWARD BOUND: - Glenfalloch, Palamed, May 17; Bellsrophon, 27; Devonshire Palinurus, 24; Orestes, 31; Diomed,

Medusa, Archimede, June 3. The steamship Ravenna, with the English Math of 13th May, left Singapore on Wednesday, the 8th instant, at 5 p.m , and may be expected here on or about Monday evening, the 13th inst. This packet brings replies to letters despatched from Hongkong on April

The O. S. S. Co.'s steamer Desication, from Liverpool, left Singapore on the 7th inst, and may be expected here on or about the 13th instant."

left Singapore on the 7th inst., and may be expected here on or about the

THE members of the Hongkong Jockey Club have authorized Mr H. J. H. Tripp, That is to say, that those who object to the Clerk of the Course, who is shortly to proceed to Shanghai, to make the best terms with Mr Symons for the Subscription Griffins for 1886. Members desiring to subscribe are requested to send in their whatsoever. Those who may have noted names to the Clerk of Course not later than

vent any erroneous impression of this moving through the harbour either with kind, it may be well to refer again to the American barque Southern Chief in tow, one or two points in the discussion. It or just after having towed her to her may be convenient for those who seem anchorage, she struck against the whiteto have resolved to go in for the whole buoy rocks off Wanchai. The Frejr had brought the harque all the way from Haisanitation. For the benefit of these phong in tow. The Frejr did not stick on who adopt this mode of warfare, it will the rocks but got off without receiving his of annexation to the United States. not be out of place to state that this much damage. It is expected, however, journal has been fighting the battle of that she may have to go into dock to ascer-

> This afternoon a Chinese girl about 12 house No. 39 Tung Man lane, fell down the stair of that house and was killed almost instantaneously. The injuries were chiefly about the head, the skull being fractured. The stair of the house would be considered house and would seem just made for such accidents. The body was conveyed to THE 'ALLIE ROWE! IN A TYPHOON, the Mortuary, where an inquest will doubtless be held upon it.

Town Hall on the 4th with Gilbert and Sullivan's comio opera The Mikado. A CEYLOR paper states :- A novel form of

smusement has been introduced into the Highard Regiment in Coylon, who deputed speculation might have been turned to a profit after the lots had been purchased. for prices rose considerably for a day or two afterwards, but the officers appeared to prefer taking their chance in upening the

if the death-dealing soakage has not got be paid as well at that port as the existing rise, 28.50; and the wind to blow with too powerful a hold of it. This same custom-house at Batavia.

THE NEW GOVERNOR OF

Thountouncoment that a new Governor had been appointed to Hongkong, made known through Reuter yesterday, cause d little surprise and still less disappointment. The general feeling when, some months Sir George Bowen intimated that, if need ba he would return to the post which he had deserted and complete his full term of service, and his offer was accepted, was one of extreme irritation both with the authorities of the Colonial Office and with Sir George Bowen, with the latter for his apparent effrontery and with the former for their apparent incapacity to apprehend the wishes of the community and to estimate the man who so adroity humbugged them into giving him a chance of cheap glory. This fooling gradually gave place, however, to a certainty that Sir George would no more live and move amongst us, even for the few months during which, as he said, he contemplated sacrificing himself to the service of the Queen. He was known to be far from robust, in fact the late reports Lucia, now the law of the colony. Acting from home were to the effect that his medical advisers strongly advised him to stay at tome, and we suppose this is the principal reason which has induced him to finally abandon his intention of revisiting the scenes of his former triumphs. Banquoters and Victoria Park advocates may therefore once more breather

The new Governor, Sir George William Des Voerz, who is perhaps not so well known as some of the other Colonial Governor's whose names were mentioned as probable candidates for the Governorship of this Colony when Sir George Bowen's resignation was announced, has hed considerable colonial experience. He is the fifth son of the late Rev. Henry Des Voenx, by his marriage with Frances, only daughter of Mr Daniel Dalrymple, of Barrow, Derbyshire. He was born in 1834 was educated at the Charterhouse and at Balliol College, Oxford, and called to the Bar of Upper Canada in 1861. He was stipendiary magistrate in British Guiana from 1863 till 1869, when he was appointed Administrator of the Government and Colonial Secretary of St. Lucia. In 1877 he was appointed Lieutenant-Governor of Trinidad. and in the following year he was nominatod Acting Governor of the Fiji Islands. He was Governor and Commander-in-Chief of the Bahamas from May to August 1880. when he was appointed Governor and Commander-in-Chief of the Fiji Islands. He also received the appointment at that time of assistant High Commissioner of the Western Pacific, and was raised to the post of High Commissioner in 1882, which he retained until 1885. In 1883, he represented Fiji at the Australasian convention and was a member of the Committee who prepared the Federal Council Bill He also tried his hand at lawmaking when Administrator of St. Lucia, preparing in conjunction with the Chief Justice, The Civil Code of St. Lucia, now the law of that Colony. His last appointment, to the Governorship of Newfoundland, was made in February 1886. He was made a C.M G. in 1877 and The S. S. Arratoon Apour, from Calcutta, a K. C. M. G. in 1883. It was expected at one time that he would succeed Sir George

Strahan as Governor of Tasmania. Of his administratorship in Newfoundland, we have not heard much. but it would seem from telegrams in San Francisco papers, that he had landed in troublous times. A Halifax telegram, dated March the 2nd,

The publication of the address of the Newfoundland Legislature to the Imperial Government has produced a sensation. No such defiant document has been received by the Imperial Government from any colony since the revolt of the American Colonies. The Newfoundlanders tell the Imperial Government that they own their own fisheries and they do not propose to pay the slightest head to French or American interests or to brook any interference from the Imperial Government. The situation is so serious that both Premier Sherburn and Sir Ambrose Shoe, leader of the opposition, have left the Logislature to take care of itself and gone to London to represent the dangerous character of the prevailing feeling in Newfoundland. Meanwhile the press and people are universally discussing the bene-

Some six weeks later, Sr George Des cour himself proceeded to England, but whether his errand was the same as that of the Premier or not the home papers do not say. The salary of the Governor of Newfoundland is £2,500 per annum, that of Hongkong, £6,000, soothat Sir George Des Vœux's promotion will be a substantial one pecuniarily. It is difficult to conjecture with any degree of certainty when we may expect our new Governor to take up his post but he will probably not arrive here before September. If he does arrive by that time, he will be as early as Sir George Strahan would have been, and not much later than Sir George

Hawanan brig Allie House, a frequent visitor at this port, has kindly forwarded the following account of his experiences in a typhoon which he encountered in latitude 26th and 27th ultime. She arrived here from Honolulu yesterday .- " May 26th, 4h, p.m., vessel running with a fresh E.S.E. wind and rain. 5h., weather threatening, and barometer falling; took in all light sails. 7h., vessel running under two lower topsails, and fore top-mast staysail. Bar. 29.56. 8h. 30m., hove to on port tack, took in all sail, and set tarpaulin in main rigging, to keep the ship's head to wind and sea. Ith. typhoon set in from

Captain J. Phillips, master of the

May 27th, a.m. th. to 3h., typhoon blowing with such force, as to lay the vessel longer than can be avoided. If, there. The following may be interesting to the blew the sails out of the gaskets, and then fore, a fair and reasonable discussion of Mercantile Community of this place:— flapped them into threads; fortunately, part the open-space and other objectionable Since the port of Tandjong Prick (Bata- of our lee bulwarks washed away during great force, from W.S.W. from 7h to

ESE, bar down to 29.40. Midnigh.

typhoon blowing with tremendous force,

bar. 29.20.

SUPREME COURT. IN VICE ADMIRALTY. (Before His Honour Acting Chief Justice Russell, with Hon. H. G. Thomsett and Captain Almond, of the P. d O. Service, Nantical

Friday, June 10. THE CITY OF PEKING AND BAGRALIEN

COLLISION CASE. Judgment was delivered in this case to-The Licting Attorney General (Hon. E. J. Ackroyd) and Mr Brereton, instructed by Mr Wilson, (of Mesers Wotton & Deacon) appeared for the claintiffs; and Mr J. J. Francis, Q.C., in noted by Mr Johnson

Assessors).

& Stokes) appeared for the defence. City of Peking are as follows :-

speed of the City of Peting was reduced with sails set, and that they were anchored

in the middle of the fairway. 6. -When close to the stern of the said junks and at a distance from the Sachalies of about 600 to 700 or 750 feet, the City of Peking was going about 4 to 5 knots an hour and was heading on a course that would have taken her clear of the Saghalien about 400 feet from the bows of the Saghalien to the northward thereof, but at this moment a strong tidal current running to the southward along the west side of Kowloon and out into the harbour past the southwesternmost point of Kowloon caught the City of Peking on her starboard bow and swept it suddenly and swiftly to port and pointing towards the Saghalien. 7.-The helm of the City of Peking was

instantly put hard to port, but the reasel refused to answer her helm and continued to cant to port, and the engines were at once reversed full apeed astern and starboard anchor let go. 8.-Immediately afterwards the City of

Peking, still moving ahead slowly through the eater and dragging her anchor although the engines were going full speed astern. came into collision with the Saghalien. striking the stern of the City of Peking abreast the bridge of the Saghalien. 2.—The collision was not occasioned by

any fault or default on the part of the City

10 .- At and for some time before the appearance of any danger of collision, the gaid Henry Clay Dearborn, the Master, with his officers and crew, were at their proper accustomed stations on entering was safe and proper. The courses steered were those ordinarily and customarily steered in entoring the harbour, and every ordinary and proper procaution was taken to avoid danger of feolision with junks or Belgic.

other vonsels. not been for the current hereinbefore mentioned catching her on the starboard bow and centing her anddenly and swiftly to

those on board the City of Peking. 12. - Those on brand the City of Peking could not by ordinary care or seamanship

The onus lay on the defendants to dis. worked perfectly. The order to stop was between the evidence of Captain Dearborn, bill of lading. (2) That it was the duty of The first witness. The first witness. soled by defendants was Capt. Win. with the P. M. Co.'s buoy. This witness observations he made. The Captain and dant's negligence after the arrival of the Walker, who commands the says the cob side on South side of channel ohief officer also differ considerably as to case in Hongkong that it was not delivered. Mr A. Selton Hooper, Government Valuator burnately, the next four are armed with O. C. O. S. B. Belie and has made seven generally sets to East or S. S.; on the position of the abip and junks. The On the part of the defendant it was organic of Lighting Eates, on the pro. antiquated guns, and would lare hadly in

the ships collide. He saw the City of Peking other evidence was produced by the the time he passed the Meaner, he steered Hongkong, but returned by the Ganges to in sterling in London, for the purpose of well down to the south. In cross-examina- City of Peking as to the state of the tides a course which brought him on the Port Said. Leggett on Bill of Lading at p. ascertaining that amount in Hongkong

Saghalun and the owners of cargo, against the Cru; went full speed ahead, was 50 or bour for 182 years. He was boarding officer current. I have asked the Assessors 235 is cited. Now, was there any inoit the tonement, and that although the appelance of the Oxin; went full speed ahead, was 50 or bour for 182 years. He was boarding officer current. I have asked the Assessors and the Oxin; went full speed ahead, was 50 or bour for 182 years. the F. M. S. S. U.OB City of resing. The time of the defendant land reasonably expects as he admitted him-Signation is about 4,000 tons burden and of reel from the time of the circumstances of weather &c. in the which would provent the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prove the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prove the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prove the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prove the rule from applying? self in evidence, to get from the tenants of the circumstances of weather &c. in the which would prove the rule from applying? 400 feet long, and the Uny of reking is orth, and going run speed anead was the rias photen since the subjessees somewhere about \$2800 best thing to do. I have found the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfirt might or the subjessees somewhere about \$2800 best thing to do. I have found the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfirt might or the subjessees somewhere about \$2800 best thing to do. I have found the tides the Docks. He says he has a good know- City of Peking not having a second anchor I think not. It is true Mr Parfirt might or the subjessees somewhere about \$2800 best thing to do. I have found the tides the Docks. 5,042 tons and 425 lest long. The collision local toning to do. I have round the tides ledge of tides ledge of the tides ledge occurred in the harbour of Hongkong about arregular in that vicinity; knows what tides ledge of the about the ship's manifest when he found this case because he surmised (it amounted to 2.20 p.m. on the 29th November, 1886. he should meet, but uses his judgment as of the ebb tide. From Cosmopolitan docks was a want of care in not having a second the ship's manifest when he found this case because he surmised (it amounted to Each value of the same of the ships are swung. On re- a tide runs down west vide of Kowloon anchor ready, because that if a second marked G. Royal Port Said, but if he had nothing more than a surmise) that rooms in Both vessels are employed in the convey- to the way the snips are swung. On re- a tide running down anchor had been ready and let go the ship's done so what would there have been in the tenement might be vacant for a month about S.S.E. The tide running down anchor had been ready and let go the ship's done so what would there have been in the tenement might be vacant for a month about S.S.E. The tide running down anchor had been ready and let go the ship's done so what would there have been in the tenement might be vacant for a month. ance of mails, the they of record arriving examination, without one and the same an with the American man, and the or not are an allow how has about 3 on that day. Henry call a one-knot tide there a strong one, prevent the collision. I also put a question feat to have connected the one with Mr of the respondent it was stated that two was preparing to leave the following day for wind was about 3 on that day. Henry call a one-knot tide there a strong one. was preparing to seave the somewhat the french sails. The west- Clay Dearborn, the master of the City of This witness detailed experiments made to them suggested by the learned counsel Humphreys had not tests had been applied and the value Europe with the French mais. The west only pearson, the master of the defence, and they advise me that it then made any application for delivery. I arrived at by looking at these two tosts. ther was time, wind easterly, force resing, sinces that he was going from four of the same as on the 29th was want of ordinary care and scamanship therefore come to the conclusion that The first test was the Crown lessee's rent. was lying at her recognised moorings, head
700 feet from the Saghalien and having two was lying at her recognised moorings, nead- too teet from the configuration and shanghai Bank's current rates for last ing about N.E. by N., and the City of Pek- junks, with sails up, at anchor on his star. than ‡ a knot. At 2 p.m. it was calm, was given to reverse full speed, but instead the Company. There was certainly no and Shanghai Bank's current rates for last. ing about N.E. by N., and the Lity of rek- junes, with sails up, at another on the board bow, a tide suddenly struck the City and the Diemach at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of lang was coming up the harbour from the board bow, a tide suddenly struck the City and the Diemach at the French busy of doing so there was an important interval negligence, gross negligence as the plain- year, which would give an annual rental of language the harbour from the board bow, a tide suddenly struck the City and the Diemach at the French busy of doing so there was an important interval negligence. the was coming up the across regulation of going to her buoy, of Peling on the starboard bow and swung headed west. Anything over 15 knots lost, whilst Weight wont to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 15 knots lost, whilst Weight wont to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 15 knots lost, whilst Weight wont to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. Anything over 15 knots lost, whilst Weight wont to the chief tiff's solicitor called it, as contended by the upwards of \$2,800, and it being the gross headed west. east with the intention of going to nor buoy, or come on the state of about 6 points. The helm was put I should call a very strong current for engineer and came back, before letting go plaintiff. Upon the evidence which was annual rental to which the valuer had to which lay about 4,000 feet N.W. from the her off about 6 points. The helm was put which lay about 4,000 rest in w. from the fact on about a points. The neith was put the anchor. In the result I find the colli
Saghalien's buoy. The distance from the hard-a-port, the engines were stopped and this Harbor. Has never known it Sagnation's buoy. The distance from the natural port, the engines were stopped and the starboard anchor more under ordinary circumstances. They sion to be due to the fault of the City of question, which was not expressly argued that to add thereto the amount of repairs latter buoy and the nearest point of land is reversed full speed and the starboard anchor more under ordinary circumstances. They latter buoy and the nearest point of tand is reversed out appeal and the supplicant admits about 2.000 feet in a north-easterly directions did not run strongest at the French Mail buoys. Peking, and I direct the usual reference to before me, but upon which I have to adjust and insurance which the appellant admits about 2.000 feet in a north-easterly directions did not run strongest at the French Mail buoys. about 2.000 feet in a nonn-easterny directive of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from in cross-examination the witness said the last of Peking's stern from last of Peking's tion. The owners of the only of resing prevent the only of resings stern from attribute no fault or default to the Sagha- striking the starboard side of the Saghalies gunboats at the West of Kowloon cannot be direct that the costs of the suit be paid by lien, and plead that those on board the about 150 feet from her bow. He states depended upon at any time as to the tide. the City of Pekin. City of Peking could not by ordinary care that he had an anchor ready to let go, and They lie all ways. He took the tides rate or seamanship have avoided the collision as it was calm the chain of the other had by a long line at 12.40 p.m. 24th May. -in other words, that the collision was due been unshackled to make fast to the buoy. One cable East of the Saghalien buoy the to inevitable accident. The 5th and sub. He shaped his course for the Meenee, keep- tide was going 81 feet in one minute, i.e. sequent paragraphs of the answer of the ing her slightly on his starboard bow. He 17-20ths of a knot an hour. It was, high As the City of Poking was being brought Meence. As he came up he noticed a junk French buoy, where the Saghalien was, round on her course to pass through the with all sails set and he marked on a chart would be in all the currents he had menfairway half way between the steamship the place from which he first saw tioned. The witness further stated that Saghalien and the said last mentioned the jank (B.) He also marked (A), the eddy from the point of Kowloon would point, a large junk, with all sails set was the position of junks, and he marked C as have no effect on a ship at a distance of 50 seen apparently standing across the fairway the point at which he was whom he saw feet. The second Captain of the Saghalien, between the Saghalien and the Kowloon that the junks were at anchor, and says he Mr Isward, states that he was on deck at 2

allow ner, the carry of the igner, the carry of the igner approach it or beginning of the tide, but never in the calarly to them, and he watched her all for the non-delivery of the igner. On a nearer approach it or beginning of the tide, but never in the calarly to them, and he watched her all for the non-delivery of the calarly to them, and he watched her all for the non-delivery of the calarly to them. was found that there were two junks, both middle. He states that as he rounded up the time. She never changed her course being the price he has actually paid for them from the Meanee, the Saghalien was head- and when about 50 or 60 metres from as and \$9.49 for freight and primage, making were swinging to the tide. In cross-exam. us. This witness says that the anchor was facts of the case appear to be as follows :were uncertain at the buoy, but he did not The witness says the City of Peking was not when, the plaintiff instructed his London board side looking after the anchor and it bows, and her head was not turned round purchased them of Messra Cahn and Stern of

charge thomselves' from the liability which at 2.25. Captain Seymour, of the P. & O. | the Chief Officer and the third officer as to the Company's agent at Port Said, the case

went down to the south. In cross-examination of the Harbour, shewing unusual currents; Saghalien almost at right angles, and that 254 (citing Angel on Carrier, a 126, note) currency it should be converted at the rate took him near the Ozus was a but on behalf of the Saghalien, John the collision was due to the default of the gives the rule for such case. As to of 4/2 which would make the annual rental This is a cause of damage for collision work min near the owner of the steamship strong current between 3 or 4 knots Speechly was examined. He is a Hong-City of Peking, by keeping too far to the exceptions in Bill of Lading, the case 82160 only, instead of \$2800. Secondly: instituted by the owners of the steamship strong current nessent the strong current nessent ne

did not recollect how close he passed to the tide at 9.21 a.m. A vessel at the Eastern

ing towards Kowloon Point. The ships he let go his anchor, but he ran into together a total of \$211.81. The material ination, the Captain said he knew the tides not ready as he saw people working at it. Some months ago, it is immaterial exactly know that they were so at the point. Mr steering a course which would have taken agents to procure for him a case of 5,000 Walls, chief officer, said he was on the star- her 400 or 500 feet from the Sagahulien's cigarettes, and he tolls us that his agents was ready to let go, and was let go when suddenly. In cross-examination the witness Constantinople, who would ship them from the order was given. He saw the junks said he did not think of slacking out chain | Constantinople to Hongkong via Port Said, when they rounded to go to the buoy. The because the current was almost dead, and that there being no through line of M. M. steamer was heading to the Point, When he went forward after the collision steamers from Constantinople to Hongand he could see nearly all her starboard. he found the mooring chain not drawn kong, they would require to be transhipped at He noticed the Cary of Peking was heading taut, also when he cent the carpenter to Port Said. The plaintiff receives no tidings towards the M. M. steamer When he place a sail over the hole he had to get into of his case of eigerettes until a letter dated noticed this they were 90 feet from the the water and he easily kept himself here. the 31st Jan. 1887 is received by the plain. when their head was slewed off 1 lengths lien, was on board the ship, and heard a Royal, Agent, who it is admitted is the self, whether intentionally or not, that a or test, wrongly assessed the gross annual junks, and their head went off 2 or 3 points, Elienno Delmas, Lientenant of the Sagha- tiff from Port Said signed: 'George from the M. M. ship. In cross-examina- gun fire from the City of Peking as she came P. & O. agent at that port. Together reasonable person would infer that a certain rental of the tenement. He says he has tion, he stated that he know, there was a into the harbour, but had not passed the with the letter and inclosed in it is the state of things exists, and acts on that in applied both tests, and so far as I can judge regular eddy round the Point. He knew point. He saw her again before she came Bill of Lading which has been put in ference, he shall be afterwards estopped from the facts before me, he has rightly a strong current runs South at that Point, to the Meanes. She was steering per-evidence and is as follows. From from denying it. (See Lord-then Baron-The witness said: I daresay two anchors pendicularly to their ship. He saw her that Bill of Lading it will be seen that Bramwell in Cornish v. Abington, 4 Huntwould have held here; there was only one drop anchor. The witness says it took 11 the case of cigarettes is shipped by Messrs available. We collided at right angles, to 2 minutes to unbook the anchor of the Cahn and Stern, and that it is sign- has not acted on the inference he might The chief engineer says he slowed down City of Peking, and that there was no ed by George Royal, agent. In the have drawn from the conduct of the deat 2.16. From the order to slow to current at their ship. He knew it because body of the bill of lading the case fendant in accepting the freight, and therefull speed astern was about 4 minutes. after the collision two men got into a sam- is referred to as being 'marked and num- fore the rule does not apply. Moreover The order to slow would reduce the speed pan, and the tide did not carry them away. bered as per margin, and in the margin | the doctrine of estoppel is a special defence, to 4 knots. The Second Officer states that Afterwards they led go from their moorings the mark is 'ROT' and the number and where there are pleadings required to be was forward with the Chief Officer, and did not drift. In cross-examination 1044. The letter and bill of leding were be distinctly averred, and no notice of such They were steering for the Belgic's storn. the witness stated that he was officer of recived, I have no doubt, on or about the He saw two junks right in their course to the watch that day, and marked the 8th March last when the Peshauner arrived ness, or mismanagement of those on board | the buoy. The junks were not quite half positions of the Saghalien; the Huspital way between the M. M. steamer and the ship and City of Peking, shewing the the Peshautur and probably between the Point. He did not know how much the City of Peking coming at them, right angles 11th and 15th March, the Company, acship's head swung off. The Third Engineer as she passed the Meanee. She never cording to their usual practice, having uswas on duty near the Captain and com- changed her course. Captain Paul of the certained either from the master's bill of municated orders to the engine room and Tanais who runs between Hongkong and lading or from the manifest, that a case knew they were obeyed. He detailed the Japan-was on board his ship which of eigerettes had arrived for the plaintiff, orders. William Wright, the Third Officer, was moored at the middle buoy of the M. make out a debit note for the freight and was stationed in the pilot house and a quar- M. Oo. -lying westward of the Sagahlien's. Bend it in for collection. The freight is paid. speed of the vessel was reduced to what ter master was at the wheel. He says: His evidence is that he saw the Sugahlien's on the 16th March without suquiry by the show that unless special instructions are 'After passing the Point (Kowloon) we masts in a line over the Fagahlien's broadwore standing towards the Meaner, keepings side. This witness says the current was his goods or not, and indeed no applicaher on our starboard bow \* \* \* We not strong. He know that from looking at tion is made for delivery until two or were heading nearly up for the stern of the the water. He said the City of Peking had three days later, taking the plain Our head began to pay off when gone out of her course. The learned countiff's evidence to the correct. In the meanwe were between the Point and the M. M. sel for the City of Pekning put the case fairly time, i. c., between the arrival of the point when the helm was put hard-a-port. tion of fact, viz. that the City of Peking was happens is this: the attention of Mr Par- stated with reference to the contents of and Russian cruisers show themselves ocsteamer. Our head had not swung a t of a when he said the defence resis on an allega. Peshawur and payment of treight, what

I was watching her head. Porting seemed passing at a safe distance, when she was fitt, the clerk in the P. & O. office, whose the bill of lading being binding on the casionally in Hong Kong and Singapore, nearer to the Saghakin than she otherwise to have no effect. After the order was caught by a sudden and unexpected current duty it is to look after the cargo and giver of it. We have not the reports and the colonists can see that their guns are given to reverse witness was sent to Chief and an accident was the immediate and shippin: business, is drawn by the Pier from which the note of that case is taken, breech loading and that the lines of these would have none, out me would have passed to tell him to reverse as hard at necessary consequence. Was the City of master to a case with these marks only on it, and therefore the actual facts are not before ships indicate, speed. These are potential, he sould. After he returned to the Pilot Peking in a strong tidal current and swept 'G. Royal, Port Said, this case had been the Court; nor does it appear from the House, the angher was let go. Struck almost suddenly and swiftly to port, and was she landed ex Peshauour together with the other remarks in Leggett whether the marks were at right angles, but he thinks the smallest passing where the captain of the City of Hongkong cargo, and it is now admitted in the body of the bill of lading or angle was between the two sterns. Cosar Peking says she was The evidence of the that there is no doubt that this was the in the margin. The same case is referred Christian, the quartermaster at the wheel, P. and O. Captains and Capain Walker plaintiff's case of cigarettes. Mr Parfitt to in a note to Carver on Carriers at page ment it became apparent that there was states. We were heading to pass close shows that there are tidal corrects about comes to the correlation that there was states. We were heading to pass close shows that there are tidal corrects about risk of collision everything that skill and under the stern of the Belgie. This course Kowloon point, and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination are well known which has miscarried its destination and that they are well known which has miscarried its destination and that they are well known which has miscarried its destination and the start of would take us half way between the M. M. to them, and Captain Walker on one occa- gives orders for its reshipment on board Tucker (t.B. and Ad. 712). It is clear or bessen the force thereof was done by buoy and the land. Noticed a junk with sion felt the effect of a current so that he force thereof was done by sails up. She was nearer to the M. M. had to steam full speed so as to avoid a col. steamers which left Hongkong on the buoy than the land. Would have cleared lision with the Usus, but he was sudea. 15th March, or seven days after the states it to be in the margin The result junks, and that course was not changed vouring to pass very close, about 70 feet arrival of the Pedacutr. There was of my decision is that the plaintifffails as to the Russian scare, the crews were removed When close to the junks the ship com. from the buoy; and Captain Mudie also evidence before me that it is usual merced to sheer to port. The helm was experienced the effect of a current near the for cargo owners to apply for their cargo of Peking it is alleged that the tide was never moved. The helm was put hard a buoy but says he had passed too far to the within seven days of the arrival of a P. & ebbing with very great force, about 4 or 5 port. In cross-examination, witness said south, Captain Seymour knows of all the C. steamer. Under these circumstances it no freight has been earned and there must knots an hour, whilst the preliminary act he knew there was a current, the effect of currents, and never had an accident. Mr. was argued on behalf of the plaintiff :--(1). sof the plaintiffs at the the was running which was to drive a ship's head to port: Speechip has had a long experience of the That the defendant was stopped by the The first Assistant Engineer was working tides and never knew of any corrent exceed. letter of the Sist January and the bill of the engines. He got an order to slow at ing la knots except after the typhoen in lading from denying that the case of

9h., it blew with such force that we round voyages. He described how he North side it sets more to the South, that French Officers of the South, that I have already perty situate at No. 38 and 40 Queen's conflict with French entisers of equal size. thought we should have to cut the steared for the Meaner Hospital-ship on rigging away, and let the masts go over coming in from the sast, and fro rigging wany, and let the maste go over coming in from the ease, and from the ease the ship and our lives, of the ship headed for his buoy, which is heading N; whilst nearer Hongkong they oularly on them, and that he head was not the bill of lading, the Company was exect primitives at \$2,800, and Mr Hamphreys magnificent type of crusion with an the side, to save the ship and our lives, of the ship headed for his buoy, which is heading N; whilst nearer Hongkong they the less side of the ship was constantly on the northern side of the northern fair would be heading N.N.W. to N.W. The swang suddenly to port. The scend Captain present of his claimed that \$2,400 is a reasonable and fair estimated speed of sighteen knots, carrying the ship was constantly on the northern side of the northern fair. under water, and in a rather dangerous way. He steered be said ordinarily about cbb tide current seems to run from the never lost sight of her, and says she never first contention Mr Wilkinson cited Leggett valuation. position. Furturately, during the whole of 1,000 feet from the M. M. buoy and from West Point of Kowloon towards the South changed her course. Lieut Delmas corweather sea; but rode the sterm nobly and channel. He does not go closer to Kow- the current varies at different times of the watch, and saw the steamer more easily than Shipping Vol. I. p. 198, which contains His Lordship said.—This is an ap- modern asmancht. Lastly, we have the went, the state of after a typhoon. During the 26 years ex- duing, and to get to year buoy you have to The eddy to about a cable's longth off S.W. perionce, I have had at sea I have been in get as far south as possible. He says the point renders it unadvisable to bring the effect of the tide which caused the is but one meaning that can be attached to in respect of the Appellant's tenement perionce, I have and at son I have been in | get as far south as possion, and she expression marked and humbered as known as Nes 38 and 40 Queen's Road, carries obsolete gans, with the exception typhoons, hurricanes, cyclones, &c, but substite stems to not out along the land a large ship near it. This witness went stidden swinging was after they had the expression marked and numbered as known as Nes 38 and 40 Queen's Road, carries obsolete gans, with the exception typnoons, hurricanes, cyclones, are, pur sub-rice seems to sor our along the land started and at a considerable per margin or such words as weights and on the ground that such tenement is valued of a few four-inch breech loading guns never encountered one, to blow with such from N. to S., but it is not regular. It sets on to show that there were strong currents passed the Meaner and at a considerable per margin or such words as weights and on the ground that such tenement is valued of a few four-inch breech loading guns. never encountered one, to now with such a room w. 100., but it is this the giver of the beyond its full and fair annual rental. violence as this has typhoon. After the dewn the west side of Lowison and down the point. It sets out according to never had any accident. W. D. Mudie, It is admitted on all hands that the angle bill of lading does not wish to bind him. Under section 6 of the Ordinance the valuers is the only ship we possess out here capable.

It is admitted on all hands that the angle bill of lading does not wish to bind him. Under section 6 of the Ordinance the valuers is the only ship we possess out here capable. gale inches a out, so that we could look on the point. It sais out according to a self, he says I will not guarantee how the are to cause overy tenement to be separated of meeting the Vladimir Monomach, but an around with safety, we found that our bow his experience well clear of the point. around will safety, we louing that our new or the experience well of the latter possesses a much higher rate of sprit, and main-lower topsil-yard were it extends, to his experience on one spring: part of our starboard bulwarks wash. Occasion, as far as the M. M. buoy. sprung: part or our stardoard missards wasn- occasion, as tar as the m. m. puoy. moore me simple and on the feel such tenement may reasonably be expected decline or accept a conflict. This represent was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represent was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represents the such tenement may reasonably be expected decline or accept a conflict. This represents was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represents was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represents was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represents was heading tell you what are my instructions, the re- such tenement may reasonably be expected decline or accept a conflict. This represents the re- such tenement may reasonably be expected decline or accept a conflict. This represents the re- such tenement may reasonably be expected. ed away, all nead sails gone, fore upper, and to that cocasion it sent min down within the local for the ensuing year. The sents the total force told off for the defence lower topsails, main-lower-topsail, main- about 20 feet of the buoy. This was Fairway. He says that there are two N.E. by N. Now if the City of Peking had suits of my instructions you will find in the total force told off for the defence lower topsails, main- about 20 feet of the buoy. This was Fairway. He says that there are two N.E. by N. Now if the City of Peking had suits of my instructions you will find in the total force told off for the defence lower topsails, main- about 20 feet of the buoy. This was Fairway. to lower topsails, main-tower-topsail, main-tower-to-tower-to-tower-to-tower-to-tower-to-tower-to-tower-to try-sail; nothing out the roping lett, about large control of the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. W.; but for a vessel with the land from West to East, heading W.S. 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W. was seeing octwood the nowhood, sometimes calculated place and the print and proposed to the case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will given notice of his intention to appeal and that the British Bluejacket's pluck will given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of Jessel v. given notice of his intention to appeal and that the British Bluejacket's pluck will be case of the beauty will be case of the beaut were and the point, going about a knots; Fount, and running into one other wife pass the Oras about 70 to 100 feet the French busy. To a ship coming in, or one point only to the left of the ground of his appeal to the value alone suffice to ensure our safety on the sea, meant to pass the example of the ground of the reach burst of the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because there is an exception expressly under section 14, is entitled if he can do so and that, even if placed in a Chinese junk, and the captain because the captai on. His next was caught by the conditation when she is acrease of the best foreign running out from the point to the south- passing between the roll and the countries of Greenwich ward, and he had to go full speed ahead to she ought to feel the Kowloon tide. It her how, After carefully considering the marked cargo, and unless the interpre- his appeal are more precisely set forth in ships affect. The authorities of Greenwich:

IN SUMMARY JURISDICTION. (Before His Honour Mr .1. J. Leuch, Acting Puisne Judge.) June 10, 1883.

W. G. HUMPHRRYS v. E. L. WOODIN, -\$211.83. Judgment was given in this action to day. Mr Wilkinson, of Messrs Caldwell and Wilkinson, appeared for the plaintiff, and Mr Johnson, of Messrs Sharp, Johnson and

Stokes, for the defendant. His Lordship said :and the City of Peking was steered to pass he saw they were at anchor. He only saw attention was attracted by the cries of some agent in Hongkong of the Peninsular and there. and the City of Oriental S. N. Co. for the non-delivery to pay, but he did so without enquiry and withper rate of exchange in such a case, I am of close under the same june and times and 7 times to the present buoy and her at a distance of 25 to 3 lengths of his and for the return of freight paid to the He did not enquire for his cargo until the his valuation upon the Orown lesses's rental he never experienced such a current before. own ship. She had not pasted the Hospital Company in anticipation of the delivery of He has noticed a strong current at the end ship. She was coming nearly perpendithe claims \$204.34 is generally taken had slapsed, and I not gatisfied that he has erred in converting in Hongkong. Shortly after the arrival of Summary Jurisdiction Ordinance 1873. 1

ward, and he had to go inn speed ahead to she ought to see the now adopted for that useful clear her. His head was swung off by the would be felt strongly on the star- evidence and discussing it with the nautical tation of the bill of lading was in accear ner. The nead was swing on by the would be rest strongly on the strongly on the corollasion. The strongly of the corollasion of board bow, stronger than in any other assessors I have come to the corollasion. Hot as any time out of pour ow, stronger that it is very pretty, no doubt, but if the current had part of the harbour. On one occasion he (1.)—That the City of Poling was not pro-not caught aim as should have answered her off at least. He then spe ks of the ebb himself drifting on to the French mail going faster she would have answered her of at least. He then spe ks of the ebb himself drifting on to the French mail going faster she would have answered her with altagother. There are besides many cumbent on the appellant to show that his muzzle-loaders in old-fashioned lumbering current on 12th May. Scarcely any current buoy. In cross-examination, this witness helm readily. (2.)—The officers and crew authorities which go to show that the bill tenement is erroneously valued beyond its frigates. for 4 hours, and then it runs 3 or 4 knots said that these difficulties as to the tide seem to have been at their stations. (3.)— of lading vonly swidence of the contract full and fair annual rental, and this I have per 30 or 45 minutes. This was at his own were well known to all Captains coming in. That the defendants have failed to show between the shippers and ship-owner, i.e. come clearly to the conclusion he has per 30 or 40 minutes. This was at his own were well known to an captains epining and that evidence will be failed in doing. As I understood the both of which are superior in speed, and ship, 3,000 yards he says from the to harbour brough the Lye-ce-moon Pass, that the City of Peking was caught by an of the bill of lading, and that evidence will be failed in doing. As I understood the both of which are superior in speed, and snip, and yards no says from the to narrough the Lyo-common ross, make the kowlenn side. They unusual and strong tidal current which took admitted by the ship-owner to show that appellant's arguments, which were two-carry modern guns. With this improvement M. M. buoy. It does not appear now he who moor or are at the nowicon side. They were these witness are the City of Peking coming in had only once difficulty with the buoy, and and necessary cause of the collision. The long the wines had proceeded upon for some time. between Kellet's island and Kowloon point, then was going to pass 50 yards off the Assessors entirely concur in this finding. evidence in this suit clearly established the Crown lessac's rent of £450 per heading towards the Meance. Bid not see buoy. He had gone too far South on that (4). That the City of Peking was that the case of eightestes was not properly annum under the Appellant's lease in ing change in her course, but, as he says, that occasion. The rest of the evidence of never on the course marked out by he was too far off to observe closely. He saw this witness is as to suppository cases. No. the captain of the ship, but that from this that the case was not delivered here in arrangement between the parties is paid

words, would it be an estoppel by the where by ordinance British sterling is to be conduct of the defendant? Usually the paid for to the government, such payment payment of freight and the delivery of shall be made in dollars at the rate of 4/2. goads are concurrent acts, that is to say, to each dollars. The Municipal Rates Ordthe consiguee has no right to his cargo un- inance 1885 makes no provision for paytil he pays his freight and the ship-owner ment of the rates or of the valuation being or master of the ship has no right to his made in British sterling, and therefore it is freight until he delivers or is ready to de- clear that Ordinance No. 1 of 1864 does not liver his cargo (see Carver p. 342 and cases apply to the present case; and in the absence

this suit would never have arisen. I think the 25th Section of the Supreme Court have not overlooked the plaintiff's argument that the P. & O. agent at Port Said was bound himself to see that the Plaintiff's case was properly marked, but I do not think that tuch a duty would arise unless the necessity for it arose and there is no

deed the evidence of Mr Woodin goes to on cargo (See Leggett p. 254, citing Krender w. Wooldott 1 Hilton 223 and Parsons p. 228 note 1). Nor again have I overlooked been delivered and is not ready for delivery and order defendant to repay \$9.49.

APPEAL AGAINST GOVERNMENT VALUATOR ASSESSMENT OF PROPERTY.

No order was made as to costs.

was made, and the question which presents appellant claims to convert the rout he itself to me is this, would the acceptance of pays the Crown lessee is a rate which is he had not got the cargo, or, in other 1 of 1864, which in effect provides that couver and Kongkong (subject to change

from saying he had not got the cargo. The has gone upon it, the appellant has been plaintiff made a mistake in not applying for rated, even apart from the question of rehis goods sooner, if he had done so probably pairs and insurance somewhat below the too, it was a mistake on the defendant's lued. As regards the second argument put part to collect his freight before he ascer- forward by the appellant, he admits that he thined that he was ready to deliver, but I gets and reasonably expects to get somedo not think such a mistake should be inter- where about \$2,800 from his tenants or the preted as an estoppel. I think it would be sub-lesses, and as the appellant's evidence carrying a doctrine of ettoppel by the and arguments only go to this that possibly conduct of the parties too far. It is or probably he may have one or two or even not shown that the plaintiff acted on more rooms vacant during some portion the faith of the payment of the freight, of the year, I am clearly of opinion it is not shown or even pretended that he that it is not sufficient to justify me in did not apply for delivery on that account. | coming to the conclusion that the valuer, The rule is that if a man so conducts him- in so far as he went upon this second basis costs to the defendant if they are asked. Mr Johnson said he was inclined to leave the matter in the hands of the Court. This appeal had been made upon such insufficient and slender grounds that if it was

dismissed without coats it would rather encourage people to appeal. His Lordship-If you ask for coats you ere certainly entitled to them. Costs were then granted.

THE BRITISH FLEET ON THE CHINA STATION. A correspondent whom the L. & C. Express believes well qualified to speak on the above subject sends that paper these

English colonists in the Far East are justly concerned about the state of our fleet in Chinese waters. It is inadequate, they sont by the shippers in such a case (i.e., a urge, for the protection of British interests along such an extensive seaboard. And we duty of the ship owner to see to the marks consider this indictment a just one. We do not wonder at people being alarmed when they learn for the first time that only on British ships are muzzle-loading guns the case gited in Leggett at p. 110 where it is to be found. Formidable looking French

There are at present twenty of our ships

on the China Station. Four of these. Midge, Zephyr, Merlin and Cookshafer, are are little better. Two years suo, during insamuch as the case of cigarettes has not ed as cruisers. We may in fact, ignore these ships altogether, and consider the fleet as made up of fourteen vessels, good and bed. At the bottom of the list, then; come the Wanderer, During, Swift, and Linnet. The two first ships carry modern guns, but not any one of the four can be relied upon to travel more than eleven knots. The corrette class is represented an the China Station by the Champion, Cleopatra, Constance, Judgment was given in the appeal by Supphire, Hereine and Squille. These ships

TRADE STATISTICS OF THE TREATY Below we publish the statistics of the trade of the treaty ports during the first quarter of 1887, as compared with the corresponding period of the previous year. From the figures it will be seen that the first quarter of 1887 shows the noteworthy increase of Tls. 1,037, 539 over the first quarter in 1886, the increase being chiefly due to: the opium lekin. The tonnage which entered and cleared during the same period shows likewise a considerable increase over

and Dutie	a To	nnage.
1887	1886	1887
68 - 16,98		18,879
13 as ca	1 86,024	91,350
65 91,80	188,601	163,074
10 18,23	1,672	8,652
39 178,5	194,97	
14 78,0		
	24 354,93	
51 117,1		
07 1 233,9	19 1,000,29	
16 03,8	14 178,79	
	0.81	8 10,284
	18 87,59	
	90 12,38	8 18,552
	39 81,38	7 41,808
158 158,9	14 - 837,55	0 824,809
190 24 0		
	27 600,81	9 620,297
	65 60.85	
		2 23,078
283 3,106,8	772	
	and Dutie Hk. Tis.  1887 89 16,98 73 79,09 85 91,86 10 18,22 89 173,5 14 78,0 75 114,7 51 117,1 67 1,233,9 16 03,0 14 1,8 196 43,4 225 66,0 158 158,9 169 247,0 168 282,4 185 283,7 185 283,7	and Duties Term.  1 1887. 1886.  2 16,984 13,012  3 79,091 66,024  35 91,805 188,601  10 18,239 1,677  89 173,540 194,979  44 78,024 825,194  75 114,724 354,03  51 117,196 435,74  507 1,233,919 1,000,29  16 03,044 178,79  14 1,804 9,81  18 179,518 87,83  18 43,490 12,38  18 43,490 12,38  18 168,914 833,55  18 247,013 314,60  18 282,427 600,81  18 282,427 600,81

THE CANADIAN PACIFIC LINE. The following is the proposed Time Table the freight stop the defendant from saying fixed by proclamation under Ordinance No. for Canadian Pacific Line between Van-

and individual postponement) :-	
Biteamers  Allysatoia Parthia Batavia Abyssiola Batavia Batavia Batavia Batavia Abyssiola Batavia	
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Van about ab	
TAWN TAWN TAWN TAWN TAWN TAWN TAWN TAWN	
Yoko Yoko Sollent 11 July 90 Hept 10 Nov 10 Nov 11888	
Hong Hong Hong Hong Hong Hong Hong Hong	

The date of departure from Hongkons may be altered to allow the steamers to cal at the China Ports and Hiogo, but it is the intention to adhere closely to the sailing dates from Yokohama (eastwards), and Vancouver (westwards).

The above particulars are supplied by Messre Adamson, Bell, and Co., whose firm represent the line in Hongkong and

lhina.						
MC	TEORO	rogio	AL R	EGIST	ER.	
	AT	4 P.M.				
	Baromet		2	9.76		
	Tempera Humidit	Ψ		3		\$1.0 \$2.7 \$4.0
	Direction		nd .	SE		
	Force Weather					
(Jamele	and Oha	PERMINE	v June	10 1	887	

CHINA COAST METEOROLOGICAL REGISTER

diation.	Harometer red to see level and 820 Phi	Temperature	Bumidity.	Dischan	Parce.	Weather	Rain during previous Saltr.
Manila Haiphong Hongkong Amoy Foechow Shanghai Nagasak Wi'ostock	29.80 29.71 29.80 29.75 29.81 29.72	91 80 84 88 74	78 69 87 79 69 81	N SE SEE N	2 1 2 3 4 1 3 1	ef o o eq c	0.06 

Amoy 29.89 81 87 88 13 6 Shanghai 29.83 70 90 N 1 of Nagasaki. 29.82 - - 8W 1 --Wl'ostock. 29.19 54 100 NW 2 02 0.12 The paromoter is rising except in Wisdiwostock, Gradients for S.W. winds are moderate. The temperature and humidity

are high and cloudy weather prevails. W. Domnoz. Government Astronomer. Hongkong Overvatory, June 9.

1. Bandantus, reduced to an degrees Faurenhoit, and to the level of the sea in tuches, tenths and bandredths. I Tampanaruan, in the shade in degrees 3. Housery, in percentage of saturation, the humidity of air saturated with moisture being 4. Dissertos or West, to two points.

5. Foreit of Wind, according to Been out S. STITE OF WALERS, & blue by, & detacher clouds, a drianing, rain, flog, s gloomy

h hali, i lightning, o overcast, p passing showers, a squalty, rain, a snow, t thunder, o visibility,

7. than, in tocker, tenthe and importantias.

Vessel's Name.

### Insurances.

#### NORTH BRITISH & MERCANTILE INSURANCE COMPANY. -

THE Undersigned, Agents of the above Company, are authorized to Insure sgainst FIRE at Ourrent Rates.

GILMAN & Co. Hougkong, January 1, 1882.

LANCASHIRE ÎNSURANCE COMPANY.

(FIRE AND LIFE.)

THE Undersigned are prepared to grant Poricies against the Risk of FIRE on Buildings or on Goods stored therein, on Vessels in Harbour, at the usual Terms paper, it will not be charged less than 5 and Conditions.

CAPITAL, -Two MILLIONS STRILLING.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on

first class Lives up to £1000 on a Single For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.,

Agents, Hongkenig & Canton. Hongkong, January 4, 1867.

# Intimations.

### The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each English and FRENCH MAIL Registration, Steamer for Europe. Formerly the Over- Newspapers, land issue was published fortnightly; but Books, Patterns and 2 cents per 2 oz. as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelliinformation. The various Reports of Courts and Meetings, and all other news, are given

in full as they appear in the Daily issue. The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded SUBSORIPTION:

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CHINESE DICTIONARY IN THR CANTONESE DIALECT,

Dr. E. J. FITEL.

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Reduced price, per Complete Set, \$10.00, or, for Five Sets, \$40.00.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dislect of China, the Cantonese, it gives also the Mandarin pronuncistion of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modorn, as used all over the Empire, whilst its introductory chapters closed, if the nature of the contents be first serve the purposes of a philological guide exhibited or stated to the Postmaster to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published and sold separately. LANE, CRAWFORD & Co.

Hongkong, April 4, 1887.

SUMMER TIME TABLE.

#### THE KOWLOON FERRY. STEAM-LAUNCH MORNING STAR

BUNDAYS.

Runs Datty as a FERRY Boar between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the lorn APRIL, 1887.

Leaves K'loon, Leaves H.K. Leaves K'loon, Leaves H.R. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 10.30 ... 12.30 P.M. 1.15 P.M.

\* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, or Papers will be thankfully received

at the Sailor's Home, West Point. Hongkong, July 25, 1878.

NOW READY.

THE REVENUE OF CHINA. A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, L and may be had at the OFFICE OF THIS PAPER. Messrs. LARCE, CRAWFORD & Co.'s, Measts. KELLY & WAISH'S. and Mr. W. Brewer's. Price. • • • • • 50 Cents.

In the following Statements and Tables \$10, in certain cases, provided :the Rates are given in cents, and are, for Letters per half ounce, for Books and conditions of Registration required. Patterns, per two ounces.

case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as being invariably forwarded with such applione, nor must anything whatever be inserted cation unless it also is lost. except bona fide Supplements. Printed 4. That the Postmaster General is satis-

the character of an actual or personal corresponding person not in the employment of the apondence, such as invoices, deeds, copied Hongkong Post Office. music, &c. The charge on them is the same as for books, but, whatever the weight of damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach: neir destination, although in Goods on board Vessels and on Hulls of a packet containing any partially written

> The sender of a Registered Article for a Union Country may accompany it with a Return Receipt on paying an extra fee of

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2

Countries of the Postal Union. The Union may be taken to comprise all civilised countries except the Australasian and Cape Colonies.

Postage to Union Countries. General Rates, by any route :-10 cents per + oz. Letters. Post Cards, 3 cents each. 10 cents.

2 cents each. Comm. Papers, There is no charge on redirected correspendence within the Postal Union.

Postage to Non-Union Countries, Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Lettere, 10; Registration, 10; Newspapers, 2; Books and gence, special tables of Shipping, and other Patterns, 2: Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and. Patterns, 2.

S. African Colonies: - Letters, 25; Registration, 10; Newspapers, 5; Books and Two Coolies, ... 1.30 Two Coolies, ... 1.60

LOCAL POSTAGE. General Local Rates for Hongkong. Macao, China, Japan, Siam direct (d), Cochin-China, Tonquin, and the Philippines :-

Letters per 1 oz., 5 cents (e). Post Cards, each, 1 cent. Books and Patterns, per 2 oz., 2 cents. Newspapers and Prices Current, each, 2 cents. Registration, 5 cents.

(d) Via Singapore, 10 cents. (c) Between Hongkong, Cunton, and Macao

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, Four Coolies, .. 65 ets. Four Coolies, .. \$1.6 and generally within two hours, unioss the Three Coolies, 55 cts. | Three Coolies, 0,8 delivery should be retarded by the Contract

2. Invitations, &c. can generally delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of Chins, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each

atch must consist of at least ten. 4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes Coin, or Jewellery and, where Re- will be double. gistration has been neglected, WHL MAKE NO ENQUIRIES into alleged losses of such

Parcel Post to the United Kingdom.

Percels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet vid Gibraltar. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail. The Postage is 25 cents per lb., which includes Registration foe, and must be propaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length

each Parcel. The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel con be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea, Tobacco, and Gold and Silver plate. Daugerous or perishable goods, articles likely to injure the Mails, Liquids (upless securely packed) or parcels easily crushed; such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$250. A Farcel may contain a letter to the same

other Parcel to the same address. No other enclosures are allowed. With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d per to. the Regulations are generally similar to the above, and the Parcels are sant out sid Gibraltar.

address as that of the Parcel itself, or an-

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspon-

Hongkong Rates of Postage. dence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of 1. That the sender duly observed all the

2. That the letter was securely enclosed Newspapers over four ounces in weight in a reasonably strong envelope. are charged as double, troble, &c., as the | 3. That application was made to the

matter may, however, be enclosed, if the fied that the loss occurred whilst the correswhole be paid at Book Rato. Prices Cur- pondence was in the custody of the British rent may be paid either as Newspapers or Postal administration in China, that it was not caused by any fault on the part of the Commercial Papers signify such papers sender, by destruction by fire, or shipwreck, as, though Written by Hand, do not bear nor by the dishonesty or negligence of any 5. No compensation can be paid for more

Abordeen when three hours and a half will For every hour or part of an hour above three or three and a half, each Coolie will be ontitled to an additional payment of five

Nothing in above scale prevents private Licensed Bearers (each).

One Hour, ... ... ... ... ... 10 cents. Half day,... ... ... 35 cents. Day, ... ... ... ... 50 cents. Jinricksha. Quarter Hour, 05cts. | One Hour, ... 15 cts. Half Hour, ... 10cts. Two Hours, ... 25 cts. For every hour or part of an hour 10 cents over two hours, ... To Pok-fu-Lam or Quarry Bay, ... 20 Return. To Shaukiwan, ... ... To Aberdeen If an extra Coolie is employed, the far-Nothing in this scale prevents private

agreements. DOAT AND COOLIE HIRE BOATS. 1st Class Cargo Boat of 8 or 900 piculs, per Day, ... 1st Class Cargo Boat of 8 or 900 . pionls, per Load, ... 2nd Class Cargo Boat of 600 picule, per Day, ... 2nd Class Cargo Boat of 600 picula, per Load, ... 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 3rd Class Cargo Boat or Ha-kau Boat of Parcels must be posted in Hongkong 300 picals, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kan Boat of 300 piouls, Half Day, or Pullaway Boats, per Day, ... ,... \$1.00 One Hour, Half-an-Hour, ... After 6 P. M. ..... 10 cents extra Nothing in this Scale prevents private and girth combined. A receipt is given for agreements.

SIRKET COOLIES. Scale of Hire for Street Coolies. One Day, ......33 cents. Half Day ......20 Three Hours, .....12. One Hour, .... 6 Nothing in the above Scale to affect private agreements. NOW ON SALE

INDEX VOLUMES I TO XIL 1.—LIST OF CONTRIBUTORS. 2. -- ARTICLES. 3.—REVIEWS OF BOOKS. 4 -Last of Authors Reviewed.

PRICE. - - - - 50 CENTS. To be had at the China Mail Office Messre. KELLY & WALSH, Messre. LANE, CRAWFORD & Co., Hongkong; and Meagra, KELLY & WALSH, Shanghai,

#### Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To familitate finding the position of any vesses in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. I. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf.

Flag and

3. From Jardine's Wharf to the Harbour Master's Office, 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf, 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point, 10. Kowleon Wharves. 11. Jardine's Wharf.

Consignces or Agents.

Destination.

Remarks.

f	damage to fragile articles such as portraits,		-				-			and the state of t	
n	watches, handsomely bound books, &c.,							4. 4			
5	which reach neir destination, although in	Steamers	, =	See a see	1		1 1	15			
1	a broken or deteriorated condition.		17	40 y 200 g		. 9.		* m . * 5			
r	Missent or Delayed Correspondence.	Activ	3 h	Revabeck	Dan.	Btr.				Haiphong	To-day
a f	The second secon	Alvah	4 ¢	Young	Brit.	str.		June	8 Order	O	
1	When correspondence has been missent	Alwine				str.		June		Haiphong Shanghai	To-morrow
ı-	or delayed (both of which are liable to happen occasionally) all that the addressee	Amoy				str.		June		Amoy	To-morrow
in	need do is to note on the cover, Sent to	Angera	4 h	Revnella	Brit.	str.			9 Siemssen & Co.		
d	or Received at 7 p.m., or as the case	Carisbrooke	4 0	Casa	Brit.	str.	973.	June	I Order		
e	may be, and forward it, without any	Celebes	5 0	Toon	Dutch	str.				Batavia	To-morrow
2	other writing whatever, to the Postmaster	Changsha	δ c	Williams	Brit.	etr.		May		Foodhow .	To-morrow.
l	General. This should be acted on the first	China	3 h	Ulderup	Ger.	str.	648	June		Transfer of the second	
- 1	time cause of complaint occurs; it is a	Chingtu	ō c	Arthur	Brit.	str.	1459	May	30 Butterfield & Swire	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
	mistake to let such matters pass for fear of	City of Sydney	ō c	Friele	Amer.	str.				San Francisco	To-morrow
·	giving trouble, a course which generally	Claymore	3 0	Gulland	Brit.	Str.			7 Russell & Co.	The second of the	W
11	gives more trouble in the end.	Crusader	7 h	Ogston	Bnt.	str.			13 Siemssen & Co.	Iloile	Wandhai
n		Danish Monarch	3 e	Burgoyne	Brit,	etr.				Amoy and Shanghai	To-day
	On him Thursdanks and Donk	Dardanus	3 1	Puray	Clos	atr.		June June	9 Butterfield & Swire 3 Ed. Schellhass & Co.	Antoy and Grangian	LO-IIIOLLOW
	Chair, Jinricksha, and Boat	Diamante	5 4	McCaplin	Brit	str.		June		Amoy & Manila	To-morrow
	Hire.	Frejr	3	Lund	Dan	str.			10 Arnhold, Karberg & Co.		
ı		General Werder	10	Schuckmann	Ger.	atr.			7 Melchers & Co.	Yokohama	
l	LEGALISED TABLET OF FARES FOR CHAIRS,	Gilsland	5	Robinson	Brit.	atr.	*		9 Woo Kee		
ı	CHAIR BEARERS, AND BOATS,	Glencos				atr.				Shhangai	To-morrow
-	IN THE COLONY OF HONGKONG.	Glenlyon	3	Sommer	Brit.	str.				London, &c.	To-morrow
		Hankow	18 (	McKenzie	Brit.	str.	2332	June	6 Siemssen & Co.		14.34
	Chairs.	Iraounddy	5	Lartigue	Fren.	str.				Shanghai	To-day
1	Half hour,10 ets. One hour,20 ets.	James Watt	5	Petrice	Brit.	etr.		June	7 Russoll & Co.		18.30
6-	Throchours, 50 cts.   Six hours, 79 cts.	Khiva	21	Bason	Brit	str.		June		Bombay, &c.	To-morrow
	Day (from 6 to 6), One Dollar.	Lydia				str.		Тапе		m.	To make
	TO VICTORIA PRAK.	Melita	2 (	D'abadaa	Ger.	str.	44.4		The state of the s	Touron	To-morrow
	Single Trip.   Return Direct.	Merionethabire	0 1	e Kienardson	Drit.	str.		100	10 Adamson, Bell & Co. 8 Yuen Fat Hong		1 4 7 8
•	Four Coolies, \$1.50 Four Coolies, \$1.50	Mongkut	E I	Popoels	Reit	str.		1		Coast Ports	To-murrow
h	Three Coolies, 0.85   Three Coolies, 1.20	Nanshan,				str.			5 Hop Hing Hong	00000 2 0200	
0-	Two Coolies, 0.70   Two Coolies, 1.00	Ningpo				str.		4	10 Siemssen & Co.	Shanghai	1 2 2
id		Norden	3	c Davidsen	Norw.			June			
<b>e</b> -	B. B. L. I By Aberdeen, Shortest	Oceanio	. 5	c Motoalfe	Brit.	str.		June		Y'hama & SanF'cisco	5.2
ıd.	By Pok-fu-Lame Road.	Oopack				str.	1729	June'			
	Four Coolies, \$2.00   Four Coolies \$2.50	Phu Quoc		Orthion	Fch.	str.			18 Chinese	4 014 114 0 000 0 000 0 000 0 000 000 00	K'loon Doo
C-	Three Coolies, 1.60   Three Coolies, 2.00	Pilot Fish	6 ]	h Stopani	Brit.	tug.		40.44	The state of the s	1 34, 3 V W 3	there a
ad	A	Port Augusta	. 3	e Hogg	Brit.	str.	1055	1	5 Adamson, Bell & Co.	CT. Laterala	1
	By Wantsai Gap.	Sarthe	. 3	o Porteau	I'ch.	etr.	470	1 .	26 Carlowitz & Co.	Haiphong	For colo
,	Four Coolies \$1.75	Sea Gull	. 0	Continued also	Amer.		1946		China Traders Insurance Co.		For sale
	Three Coolies, 1.40	Teviot				str.	1349 636		30 Adamson, Bell & Co. 9 Eduard Schellhass & Co.		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Two Coolies, 1.20	Velox Vespasian	13	Stavona	Brit.	str.	797		4 Arnhold, Karborg & Co.		
g.	16 16 THE TOTAL	Visayas				str.			8 Chinese	Amoy & Manila	To-morrow
3	TO VICTORIA GAP.	Volga				str.	4 5 5 5 6		2 Messageries Maritimes	Yokohama & Kobe	
p-	Single Trip, Return Direct	Vortigern	. 3	c Brown	Brit.	str.			5 Arhhold, Karberg & Co.		4.4
~	Four Coolies, 60cts. Four Coolies, 90cts.	Wingsang	. 5	c Croix	Brit.	str.		May	31 Jardine, Matheson & Co.	Calcutta	14th inst.
	Three Coolies, 50cts. Three Coolies, 75cts. Two Coolies, 40cts. Two Coolies, 60cts.	Yorkshire	. 5	c Arnold	Brit.	str.	1426	June	6 Russell & Co.		1.
		. 1			1	. 3					
	Return by Pok-fu- Return by Aberdeen,	Sailing Vessels					1. 1.	1.			
2	Lam. Shortest Road.	A DE TO		- Charles	Harr	la-	1	T	9 Wieler & Co.		
	Four Coolies,\$1.50 Four Coolies,\$2.00 Three Coolies, 1.20 Three Coolies, 1.60	Allie Kowe	. 3	c Fullips	Buit.	bg,		W-14		Havre & I mdon	
	Two Coolies, 0.90 Two Coolies, 1.20	Amphitrite				sh.				Claric Co 1 Maon	
_		Antoinette	3	c Bunic	Brit.	bge.			24 Order		1
	By Wantsai Gap.	Arngada				bge	Asset		24 Messageries Maritimes		
60	Four Coolies, \$1.15	Eidwold				-		May	23 Jardine, Matheson & Co.		
	Three Coolies, 0.95 Two Coolies, 0.80	Elwell					1461	May	22 Order		
		E. J. Spence	. 3	c Gill	Brit.	bqe.		Juna	10 Gonsalves & Co.	4. 1	
	TO THE PEAK CHURCH, AND HOUSES IN	H. Printzonberg	. 3	k Schonemann	Ger.	bqe.	554		21 Melchers & Co.		1 1
	VICINITY OF MOUNT KELLET AND	Hydra	.4	c Binge	Gor.				13 Carlowitz & Co.	London, &c.	
5	MOUNT GOUGH.	Lady Harewood							2 Order	No. V.	The state of
in	Single Trup. Return Direct.	Mentone							25 Carlowitz & Co.	New York	To a second
-	Four Coolies, 65 ets. Four Coolies, \$1.00	Mount Lebanon	. 2	CINGIBOR	Ama-	drm.			20 Amhold; Karberg & Co. 24 Pustau & Co.	New York	1, 7,8,3
he	Three Coolies, 55 cts.   Three Coolies, 0.85	Southern Chief	10	Sime .	Amor	hoe	976		10 Order	MOH A OLA	
¥C¥	Two Coolies, 45 cts. Two Coolies, 0.70 Returning by other routes will be the	Tobique	9	c Davis	Brit	ah.	1412	June	1 Order		The second of
	1	Velocity	. 5	k Martin	Brit.	bae.	491		4 Gonsalves & Co.	Honolulu	
be	The Datum Form ambrages a trip of not	1 1 2 2 1 1 1 2						May	8 Pustau & Co.	New York	1 630
ste.	more than three hours except returning by						70	April		11 11 11 11 11	The state of
ut	At all and the stone bears and a half will				1,	-		1	The state of the s	the same of the same	1

# Mer Britannic Majesty's Ships on the Chica Station.

Name.	Rig.	Tons.	Guns,	I.H.P.	Cuptain.	Where at
Alacrity	despatch-vessel	1400	. 2	27-12 - 12 - 12 - 12 - 12 - 12 - 12 - 12	Captain R. Blair Maconochie	Hongkong
Audaoioua*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Woosung
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Johore
Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	Johore
Cockchafer	gunboat	465	4.	470	LieutCom. H. H. Boteler	Canton
Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Daring	sloop	940	4	920	Captain A. H. Boldero	Hongkong
Esk	gunboat	360	3	340		In reserve
Capoir	gunhoat	465	4	470	Lieut,-Com. H. R. Adams	Singapore
Firebrand	gunboat	455	4	460	Lieut,-Com. Denison	Hongkong
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Nagasaki
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai
Merlin	guuboat	430	4 "	430	Lieut,-Com. W. M. Maturin	Shanghai
Midge	halk	603	1	_		Hongkong
Rambler	aloop	830	3	690	Commander W. U. Moore	Shanghai
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Amoy
Solent	torpedo mining launch	150	13117			Hongkong
Swift	gun-vessel	756	6	1010	Commander A. C. B. Bromley	Amoy
Tweed	gunboat	360	3	340	at the same a <u>rticles.</u> He had the	In reserve
Victor Emanuel	receiving ship	5167	14		Commodore Maxwell	Hongkong
Wanderer.	gunboat	925	4	750	Captain Orford Churchill	Hongkong
Wivern	turret-ship	2750	1.4	1450	and the second s	Hongkong
Tanhun		498	1	. 520	Light Com Ches K Hone	Hongkong

\* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

gar For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

# Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	General	H.P.	Captain.	W nere a
Aleout	Russian gunboat	800			Captain Parenego	Nagasaki
ragon	Spanish cruiser	1908	-		Captain D. E. Zulnaga	Manila
spie	French gunboat	470	4	450	Commander Rups	D 1100 20 27
Lurora	- Austro-Hungarian cruiser	1430	-	100	Captain Franz Maller	Nagasaki
Bobre	Russian cruiser	1100			Captain Menuchicoff	Nagasaki
rooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokollama
omète	French gunboat	475	4	450	LieutCommander Noirot	Haiphong
mitry Donakoy	Russian frigate	6000		-	Captain N. Scrydloff	Nagasaki
886X	U. S. corvetto	1375	6	900	Commander Jewel	Kobe
aguar	French gunboat	445	2	970	LieutCommander Fouet	Haiphong
antin	French gunboat	485	4	425	Captain Nepy	Haiphong
Inrion	U. S. corvette	1900	7	1170	Commander Marrill Miller	Chelmulpo
Conocacy	U. S. alcop	1370	6	1470	Commander H. Glass	Yokohama
Lordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Vautilus	German gun-votsel	755	4	600	Captain von Hoven	Singapore
layezdink	Russian oruisor	1330	9	250	Captain Zarine	Vladivostoc
Imaha	U. S. corvetta	2400	13	1150	Capt, Courtia	Yokohama
Palos	U. S. gunboat	420	8	500	LieutCom. Thomas Nelson	. Yokohama
arseval	French ganbout		10.00	1.00	Captain M. Foret	On a cruise
luyier	French gunboat	510		420	LieutCommander Poidloue	Haiphong
rimauguet	French cruiser	2200	15	2270	Captain Buge	Yokohama
Rapido	Italian cruiser	1458	5		Captain F. Grevalt	Manila
lio Lima	Portuguese gunboat	540			Captain Raphael d'Andrade	Mação
Rynda	Russian oruser	8000			Oaptain Th. Avellan	Nagazaki
ivotch	Russian cruiser	900	1	1000	Commander Sucurieff	Cores
lobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Camega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao
arenne	French frigate	5880	12	4250	Captain Juge	Yokohama
Vestaik .	Russian corvette	1330			O-ptain Lang	Nagasaki
7 ipera	French gunbout	430	1	* 425	Capt, de Maroller	Yokohama
Vitiaz	Russian corvette	2950	12		Captain Makaroff	Nagasaki
Zostock	Ramon ganboat				Continuation Mulchansky	Vladivostpel
Woll .	German gunboat	384	6	340	Captain Josephike	Amoy

#### SH. PPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Versel's Mame Benarty Brit. Chi. str. Shanghai Fushun Kwong Sang Brit. atr. Brit. str. Shanghai

> AMOY. In port on June 4, 1887. MERCHANT STEAMERS.

British Chefoo Hailoong British Hongkong Hoihow British British Lorne British MERCHANT SAILING VESSELS, Ger. bge.

Andreas Brit. bge. Anglo India Chateaubriand Brit, bqe. Brit. bqe. John Potts Brit. bge. Hedvig FOODHOW.

In port on June 4, 1887. MERCHANT STEAMERS. Brtiish Guthrie British Glengarry British Kaisow British Patroclus British Taku

MERCHANT SAILING VESSELS Brit, bqe. Satsuma Brit. bge. But, bqe. Sin Kolga Wagrien Amer. sch. WalterSiegfried Brit. bqe.

SHANGHAL. In port on May 26, 1887. MERCHANT STRAMERS. French Anadyr British Alvah British Benvenue British Fuh-wo British Glenfinles British Hampshire Hideyoshi Maru Japanese Kuchinotzu British Ingeborg German Johann Kiang-plau Chinese King tung hinese British Lennox British Ningpo Ngankin British Patroclus British Peking Pembrokeshire British British Rosetta

Sachsen Garman Sin Nanzing British Stentor British British Telemachus British Verona W. C. de Vries British Hankow, &c. Cainese Yung ning Hankow, &c. MERCHANT SAILING VESSELS, Ger. Erlkonig Hagerstown KumasakaMaru Japan. bqe. Loopg Wha Br. 3m. sch. L. Burrill Brit. ah. Brit. bge.

NAGABARI. In port on June 1, 1887. Atago Maru Jap. hulk. Dorothy. Kozaki Maru", Japan. bqe. YOKOHAMA. In port on May 30, 1887. Brit. bqe.

Brit. bge.

Span, sch.

Ger. out.

Amer. bge. Freeman Brit. sh. Monarch Brit. sh. Narcissus Brit. Plymouth HIOGO In port on May 31, 1887 Antoinotte R. D. Rics

Fearless

W. J. Rotch

MANILA. In port on May 20, 1887. Clan Robertson Brit. Colchester Brit D. L. Tenney Amer. sh. Erl Oranville Fildenhope Jas. A. Wright Amer. boe. Jas. G. Bain Kopler Luzon Amer. boe. Manuel Siam. bge.

Mary L. Stone Amer. sh. Amer. sh. Sachem Sea Witch Amer. BANGKOK. in port on May 14, 1887. Siam. bqe. Advance Brit. bge. Aline Brit. bge. Aurora Brit. bqe. Batavia Caroline Siam. 3 sc. Diamond City Sam: bqe. Doretta' Sam. bg. Norw. bge. Emilie Foochow Sam. boe. Goliah Sam. Kong Lee Sapt. sch. Long Him Sam. bge. Maridian Slam. soh. Queenof EnglandSiam. ah.

Chi bqe. Siburien Printed and published by GRo. MURRAY Barn, at the China Mail Office, No. 2 Wyndham Sweet, Hongkong.

Sam. bqe.

Siam. bqa.

Rapid

Siam